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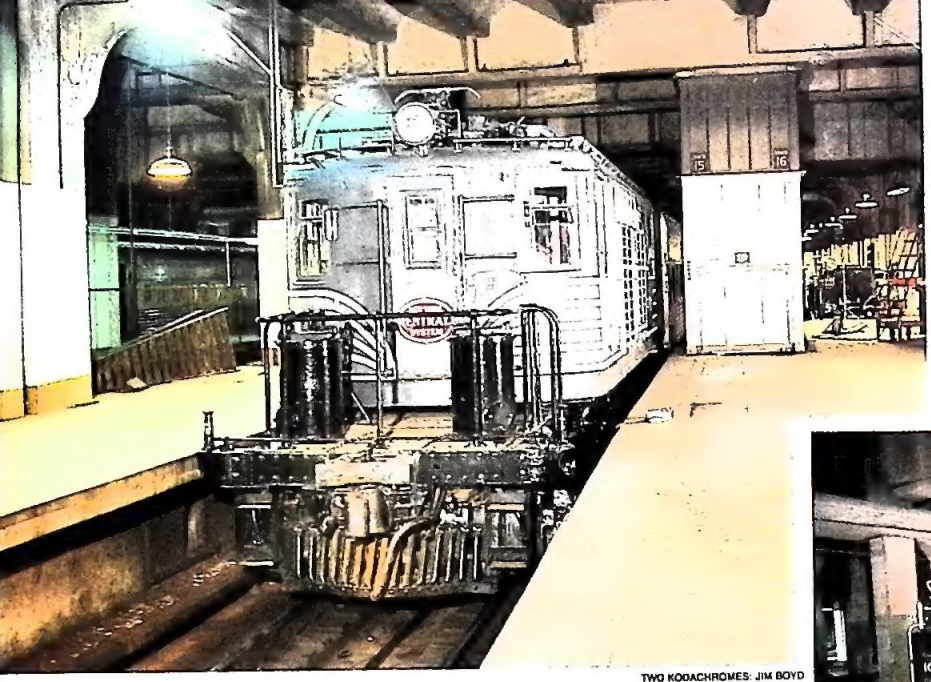
the GP30 story

DOUG HARROP



TWO KODACHROMES: JIM BOYD

NEW YORK CENTRAL units returned to Grand Central Terminal in September 1986 for the filming of an Orion Productions' "Sullivan Street" starring Kelly McGillis and Jeff Daniels. T3a motor 278 (**left**) and S1 100 (**below**), owned by the Mohawk & Hudson Chapter NRHS, were brought down from Albany, N.Y., for the filming. The T3a headed up a stainless steel consist of the "*Chicago Express*" with NYC obs 48 on the rear. Meanwhile, in Essex, Conn., the Valley Railroad Museum was putting the finishing touches of NYC livery (**right**) on its ex-Amtrak E9 417 (nee-UP 912) on October 8, 1986, in preparation for their November 1 Railfan Day. See page 38 for details on both stories.

Railnews

KODACHROME: RICHARD TOMERA

KODACHROME: LOUIS SAILLARD

PADUCAH & LOUISVILLE 2534, a former-GM&O GP35 shown at ICG's Woodcrest Shop in Homewood, Ill., on August 11, 1986, was the first unit to wear the colors developed by modeler Lou Jaquith (September '86 R&R, page 2). On August 27 the 2534 was teamed up with ICG SD40 6003 to power the first P&L train after inaugural ceremonies at the Grand River, Ky., coal terminal. The P&L is the new owner of the former-ICRR Kentucky Division, 309 miles of railroad between Paducah and Louisville, including spurs to Mayfield and Elizabethtown. Motive power is mostly ex-GM&O GP30s and GP35s from ICG.

KODACHROME: JIM MARCUS

THE GLOSTER SOUTHERN RAILWAY began operations on August 5, 1986, with these two ex-AT&SF CF7s, shown at Slaughter, La., on opening day. The 35-mile ex-ICRR line from Slaughter to Gloster, Miss., is owned by Georgia-Pacific. See page 38.

SQUAW CREEK COAL at Booneville, Indiana, has acquired from GE ex-Southern high-nose U33C 3809, shown at Clevelend, Ohio, on August 29. It is not known if the U33C will augment or replace Squaw Creek's two ex-ATSF Alco DL600Bs.

EKTACHROME: BOB HART, JR.

KODACHROME: LON COONE

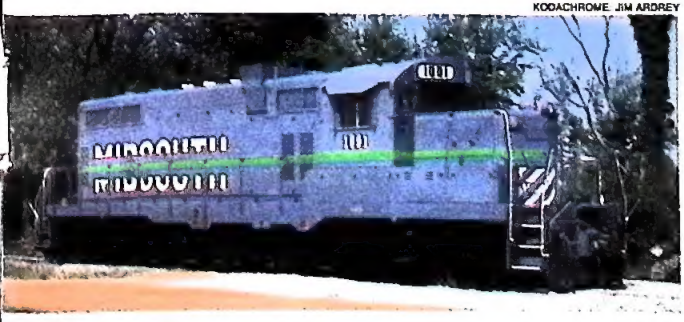
KODACHROME: JIM BOYD

CSX F7 116 was repainted from Seaboard System to CSX colors, existing briefly in the "Transportation" scheme (below, August 3) before getting simplified CSX (above, September 12).

CONWAY SCENIC RAILROAD held its annual Railfan Day on September 13 featuring operating steam and the 470 Club's B&M F7 4266, which was posed with a passenger train for night photos.

KODACHROME: JIM HERRON

KODACHROME: JIM ARDREY



KODACHROME: ALEX MAYES

MID SOUTH RAIL, which operates the former-ICG between Meridian, Miss., and Shreveport, La., has painted its first unit, Paducah Geep 1001, shown here at Meridian on September 14.

MARYLAND'S MARC has taken delivery of the first of its four AEM7s. The 4900 is shown at Ivy City, D.C., on September 8, 1986. They will be used in Baltimore-Washington commuter service.

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From the Publisher's desk: Let's paint them old

When Boyd comes stomping down the hall letting out war whoops before barging into my office, I know some event of great local railroad importance has occurred. Increasingly, the news is that some railroad, railroad museum or railfan has taken a diesel, old or new, and painted it after a locomotive of the 1940 or 1950 period. Many of these have been shown in recent issues of this magazine. New Haven FL9s which went to Penn Central, Conrail and Metro North have blossomed forth in the old New Haven colors. New Jersey Transit and Amtrak GG1s were returned to early Pennsy five-stripe schemes before retirement, and the Bergen-Rockland NRHS chapter helped pay to repaint Susquehanna's Alco switcher 206 back into its original pearl gray and maroon. The 470 Railroad Club has their restored B&M F7A in the original maroon and gold color scheme (see page3) in operation on the Conway Scenic Railroad. The Kentucky Railway Museum has a BL2 in Monon black and gold, while the Indiana Transportation Museum has a pair of ex-Milwaukee F-units in the Monon passenger red and gray. Our coverage of the Blue Mountain & Reading in the November '86 issue showed their PRR Tuscan E8s and the restored Reading GP30 and CNJ RS3.

While steam locomotives are invariably restored to the configuration of at least one of their previous owners (do we paint the Russian 2-10-0 Frisco or Eagle-Picher?), many of today's restored diesels do not reflect their actual heritage—like those Milwaukee units in Monon colors. Since all diesels look alike (at least within the same model) the only differences among the prototypes was often nothing more than a paint scheme, a horn option and maybe a detail or two. Thus, there is now a pair of Bangor & Aroostook F3s that are about to be "restored" one each to DL&W passenger colors and CNJ orange and blue—and yes, those unique BAR above-the-windshield bells will have to go.

Purists will argue that such repainted engines are not authentic and should not be allowed. Museums around the world have long put that argument to rest, not only with locomotives and trolleys, but with aircraft and old motor vehicles as well. The Air Force Museum at Dayton and the Naval Aviation Museum at Pensacola have many vintage aircraft painted for famous airplanes of bygone eras, machines flown by famed aces of several wars, even though the original aircraft have long disappeared. The general public and aircraft fans alike enjoy seeing a Fokker D-VIII in von Richthofen's bright red colors.

There are some discussions here worth arguing around the potbellied stove. Should a Bangor & Aroostook BL2 be repainted for Boston & Maine or Chesapeake & Ohio? And should the restoration bear an original B&M number or perhaps a new number to readily distinguish it from the real thing? Steamtown numbered its ex-Wabash SW8 "DL&W 500," to avoid conflict with the real DL&W 501-509, while their Geep got its historically correct NKP 514 number along with the repaint. Should a BL2 be painted in Southern Pacific colors, even though the Espee never had one? Most fans, whatever their feelings, would probably still flock around the restoration and raise Kodak's stock several points.

Steamtown's "Lackawanna" 4-6-2 is an obvious phony, because a CPR G3 doesn't bear the slightest resemblance to anything Phoebe Snow ever saw, but the equally illegitimate ex-Wabash "Lackawanna" SW8 looks just fine, because an SW8 is an SW8 is an SW8. It's a different game with diesels, and it can be a lot of fun if a little good taste and common sense can prevail.

RAILFAN & RAILROAD

January 1987 /vol.6 no.7

RAILROAD / founded 1906 / vol.109 no.2

Features

42 **The GP30 Story**/Win Cuisinier
56 **Quaboag and the *Quasar***/Bram Bailey
62 **The Amador Central**/David C. Lustig
74 **Illinois Central on My Mind**/Ted Rose

Departments

2 **Railnews**/news in color
5 **Fanmail**/letters from readers
13 **Timetable**/events
16 **Railroadiana**/product news and reviews
27 **We'd like you to meet. . .**/Ted Rose
28 **Camera Bag**/Fujichrome?
34 **Transit Currents**/George Smerk
36 **Videos**/videotape reviews
38 **Railnews**/news in detail
69 **Markers**/editorial commentary
78 **Switch List**/classified advertising
81 **Advertising Index**/the railfan marketplace

Cover

There is probably no more distinctive face in modern dieseldom than the GP30, and few photographers have captured it better than Doug Harrop in this scene of Union Pacific 805 kicking up the snow at Peterson, Utah, on January 5, 1986. The story of the GP30 begins on page 42. Incidentally, if this scene looks a bit familiar, a similar shot of the same engine was on the cover of Pacific Rail News last spring. Your editor discovered the duplication only after this cover had been sent out for production. We like it anyhow. Kodachrome: Doug Harrop

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Fanmail

BLE and Mr. Claytor

The official newspaper of the Brotherhood of Locomotive Engineers absolutely *does not* defend the correctness of the decision not to test for drugs or alcohol after the May 18 derailment of a Norfolk Southern excursion with Chairman Robert Claytor at the throttle.

In an editor's note to a letter from a BLE member, I pointed out that the federal rule invites abuses due to its vague requirements on testing after a "major train accident." The rule defines such an accident as one involving any fatality (except at a grade crossing), a hazardous material release causing an evacuation or a reportable injury, or property damage of at least $500,000.

Perhaps you did not detect the note of sarcasm in this comment: "Apparently it was not hard for both Norfolk Southern and FRA officials to decide that the accident, in which 14 cars derailed at 60 m.p.h., blocking a main line and leaving seven or eight passengers critically injured, did not qualify as a "major train accident."

Perhaps I should have stated it this way: What mere trainmaster or assistant superintendent is about to take the chairman by the elbow and suggest that they hurry to the nearest medical facility so the chief executive can, in front of a witness, supply a urine sample to prove he was not on drugs? Does anyone really doubt that an ordinary engineer would not have had to do so, under the same circumstances?

If that point was too subtle, the note continued: "This is one more example of the glaring inequities of the rule, and it should make good evidence in the court challenge the BLE and other unions are pursuing."

The federal rule allows the company a perfect Catch-22 in requiring a railroad representative to make a "good faith determination" whether testing is required. The rule says the company is not in violation if tests are performed that were not, in fact, required; nor is it a violation if testing is not done, when it should have been.

Employees get no such consideration. They face an automatic nine-month suspension for refusing to submit to a test. They are hardly reassured by the fact that the federal Center for Disease Control found that some private labs reported wrong results—mostly false "positive" readings—on up to 60% of the test samples they received.

Events after the derailment also raise additional doubts about Claytor's qualifications to operate an engine. At a week-long National Transportation Safety Board hearing in July, he was asked if he had taken the rules examination required of any operating employee. He said he had—*after* the derailment.

In other words, the chairman has apparently been out running trains, at least since the 1978 clerks' strike, *without having taken the minimum examination* that the greenest rookie brakeman would have to pass to hold a job.

Incidentally, he told the hearing that he passed with a score of 83 but added, "I'm not proud of that; I wish it were better."

In all fairness, the last report I heard still said investigators believe a mechanical malfunction caused the derailment, but they had to determine what it was.

JOHN McCOWN
Director of Public Relations
Brotherhood of Locomotive Engineers
Cleveland, Ohio

4449 and "Tough Guys"

I thoroughly enjoyed "The Tough Guys *Daylight*" article by David C. Lustig in the September '86 issue, especially the description of the trip to and from the filming locations. You can almost feel the nervous anticipation experienced by Doyle McCormack and his crew as they make their way to the set—which turns to pride and a sense of accomplishment as they return home.

Whoever concluded "it would be easier to make Doyle an actor than to make an actor into a real engineer" must not have been familiar with Burt Lancaster's past movie making-endeavors. As I recall, Lancaster played a French National Railway official in the 1965 WWII movie "The Train," where he not only ran and fixed a steam engine but also cast new rod brasses when the engine was damaged by sabotage.

Maybe in the sequel Burt Lancaster can run the engine and McCormack can play the robber!

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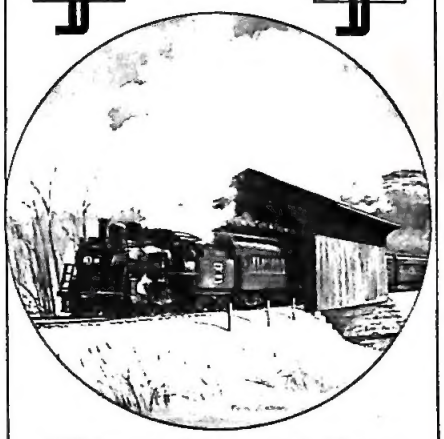

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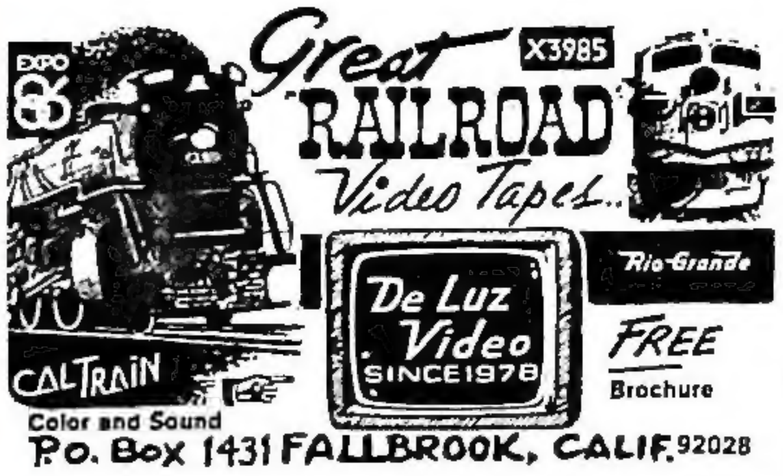


The *Daylight* loco with the huge fireball alongside it made an impressive cover shot, and the story on how it was used in the movie was interesting. But why is it that whenever Hollywood goes into railroading, it finds it necessary to wreck trains as part of the story line, often stretching credibility to ridiculous limits in the process?

Runaway trains are a typical excuse for the inevitable smash-up, and the way Hollywood depicts it, one has to wonder if there are any safety provisions built into railroad operations to prevent this from happening.

I'm all for railroad movies, but enough with the wrecks already.

FRANK KARRAD
Berwyn, Ill.

The "train wreck syndrome" in movies is something we'll probably never overcome. As one of the special effects experts observed, "when Hollywood gets involved with a train, they seldom just want it to roll down the track; there's too much temptation to do something spectacular." The perversion of railroad safety for movies, however, is pretty disgusting. There are circumstances in real life where an engineer can "use up the air" and find himself without brakes, but Hollywood always opts for a stupid and simple explanation: "The emergency brake's burned out!" The recent thriller "Runaway Train" built its entire story on an impossible scenario; any railfan could have stopped that train or kept it from going in the first place. And we'll never forget that idiot on TV crawling around the outside of the cab of the runaway ski train on the Rio Grande instead of just walking up the other side and through the cab—J.B.

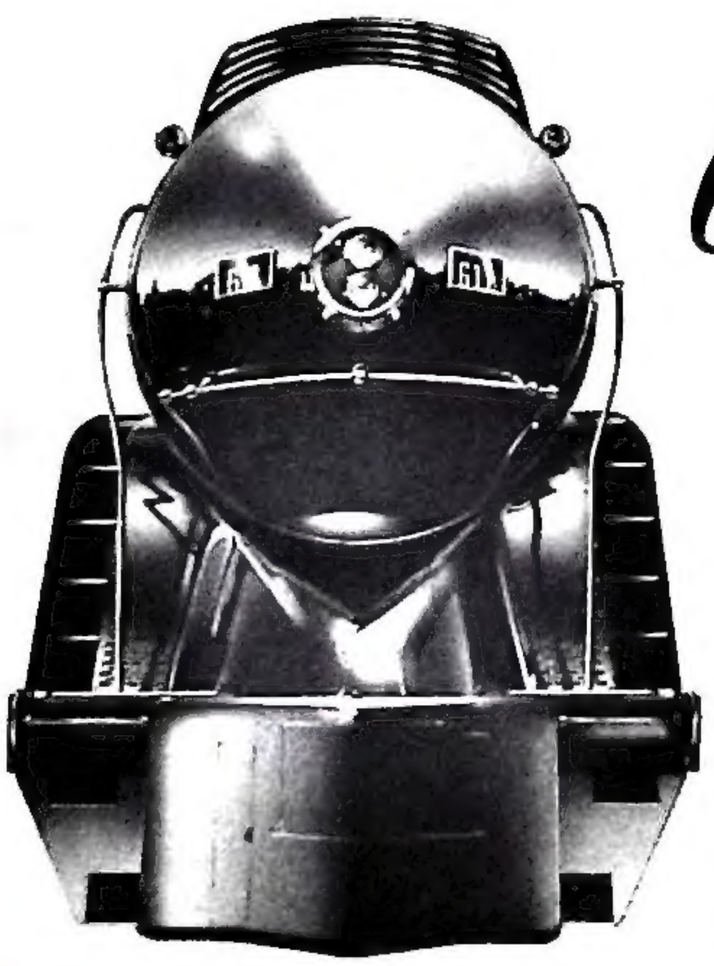
Engineers, then and now

I found the comment attributed to Doyle McCormack in "The Tough Guys *Daylight*" about "wearing that silly engineer's outfit" in rather poor taste. In case Mr. McCormack doesn't realize it, that "silly" attire was worn by thousands of working railroaders in the steam era because it was comfortable, durable and appropriate for the strenous working conditions.

"The Tough Guys *Daylight*" and similar features would be much better if you could forget the hero worship and constant glorification of these fair-weather "railroaders." I doubt that McCormack, Wheelihan, Yager and their ilk would last more than half an hour in a real-life steam-era working environment without all the niceties they seem to take for granted: optimum operating conditions, daylight running in good weather only, perfectly-maintained equipment, handling a fifth or less of the engine's capacity, a constant entourage of volunteers and "potty breaks and Pepsi's." Please spare us any more of this drivel.

ROBERT C. GUHR
Houston, Tex.

That "Engineer Bob" outfit Doyle wore for the movie was a running joke among the crew because of its crisp, clean costume character and its contrast to grubby clothes everyone else was wearing as they worked on the engine, but it was not intended as an insult to tradition. Today's "fair-weather railroaders" have to be shop men more than engineers, and Mr. Guhr has obviously never been around a contemporary steam crew, or he would never make his accusations. Do no back shops, no fueling facilities, no water plugs and no steam-experienced dispatchers or operating officers add up to "optimum operating conditions?" And when today's crews reach the end of a day's run, they don't hand the engine over to a hostler and head home for beans—they're usually looking at three or four hours more work to secure the engine and train for the night. The only way that "perfectly-maintained equipment" gets that way is from the months of behind the scenes work in make-do shops that these same people perform when they aren't on the road. How many of your "real-life steam-era" engineers could or would repack bearings on the road or know how to rebuild a broken injector in the middle of nowhere? He'd quite properly head for the nearest siding and call for help. Today there is no help. You take your crew and backshop tools along in the tool car and either go or blow on how well you can handle any problem that comes along. Back in the "good old days" an engineer was an engineer, expected to safely handle a locomotive and train, which was a difficult and highly respectable job. Today's steam man



Cincinnati OH

N&W's mighty "J" class #611 with 25 cars climbs the 1.7% Erlanger Hill out of Cincinnati in August 1986 and races south on Southern's well-kept mainline to Danville KY and back. The following day, travel east from Cincinnati to Portsmouth OH on the Peavine, the twisty mainline featuring three grades of 1.5% or more, which was the J's daily run with the Powhatan Arrow back in the '50's. The 43 minute, professionally edited tape includes cab ride scenes and engine servicing, slow and fast photo runs, and lots of lineside action from two days of sold-out trips sponsored by the Cincinnati Railroad Club.

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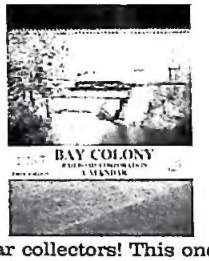

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must do all that as well as be able to run a full-service backshop and be able to teach an eager but unskilled volunteer how to roll flues, know what materials to substitute to eliminate unsafe asbestos, know how to diagnose and fix problems with the running gear and how to figure out that Texaco changed the chemical formulation of its grease (even in the steam-era shops, men specialized, and it was a rare man who could set valves, roll flues and *run the calculations for a new Form 4). Today's guys have to perform, not just tell war stories about how "we took that troop train out of Fostoria back in '43." This applies to every main line crew working today from McCormack and the 4449 to Gary Bensman on the 765 and Lynn Moedinger on the Strasburg PRR 7002. The engineer or crew boss tends to get the glory, but without his knowledge of today's diesel-era environment and a dedicated support crew of professionals and volunteers, we would have no more main line steam. Only the Union Pacific and Norfolk Southern have the wherewithal to have a separate backshop force to support their road crews. Incidentally, concerning railroading experience, McCormack is a regular full-time engineer on the SP when he is not working on his steam engines (with the SP's blessing), and his practical over-the-road knowledge of today's railroading makes successful operations with the 4449 possible. That's not hero worship, that's just plain fact*—J.B.

VIA Corrections

Your caption on page 43 of the September '86 issue indicates CN 9101 is a F7ABU—actually it is an F7Aum. They came in 1973-74 with the installation of a 1750-h.p. engine; later came the removal of controls and painting of the windows.

As for Canadian Superliners (page 41), as of August 15, 1986, none have been ordered! If they were ordered today it would take until 1989-90 to complete the order. The 30 F40s are a fact (though some or all may be an F59 advanced model). I doubt that all of the FPAs and F7/9s will disappear overnight, however, as 30 new units will not handle VIA's requirements.

If Superliners are ordered, I feel that the CP Budd-built equipment will remain in ser-

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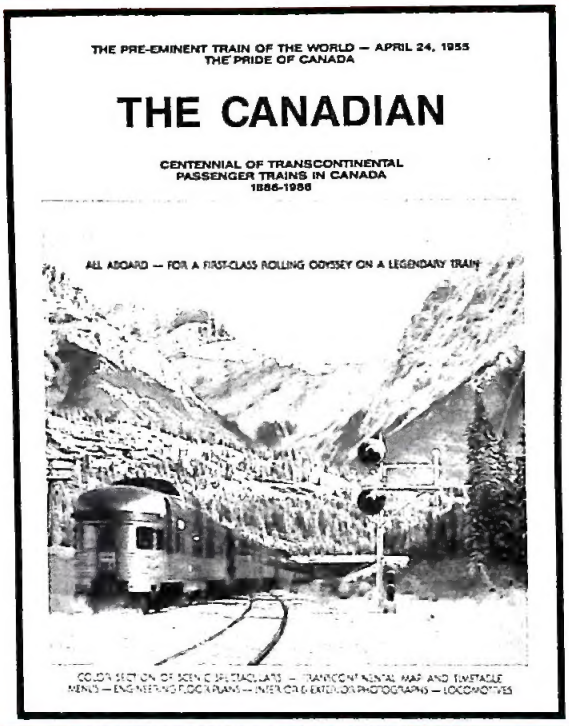
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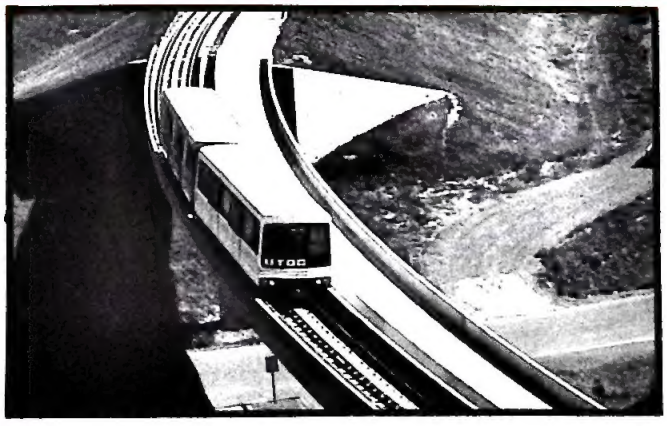

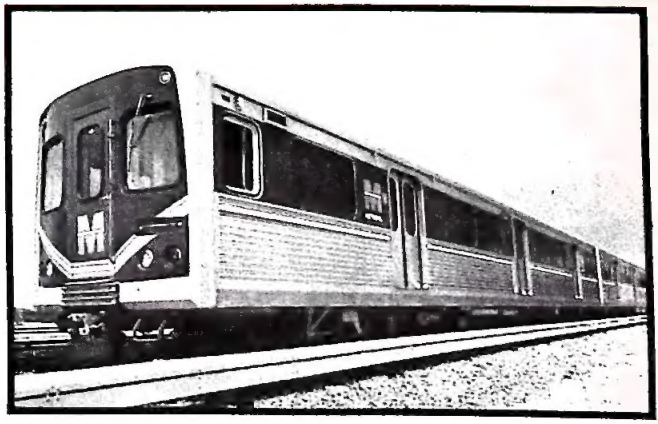

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vice. Bombadier wants $4,000,000 per car for its version of Superliners, so only 138 may be ordered, which means 100 or so low level cars will have to be kept to protect VIA's current schedule. The original order was to have been 48-52 F40PH-2s and 238 Superliners. Probably by the end of September the number of cars to be ordered will be announced. Amtrak has consulted with VIA concerning all of Amtraks modifications to Superliners, and Amtrak might order some Supers with the VIA order.

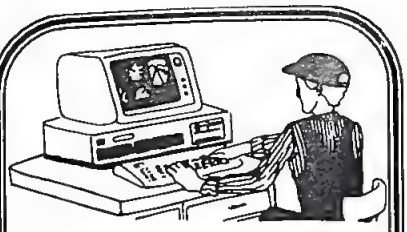
THOMAS HIGGINS
Brunswick, N.J.

Thanks for a great article on SteamEXPO in your September issue. I have one small correction concerning one of the participants in the parade. The 2-2-2 *John Molson* is a replica not of Canada's first steam locomotive but one of a later Champlain & St. Lawrence engine built in Scotland in 1849. The *first* locomotive was the British 0-4-0 *Dorchester*, built for the C&SL in 1836. There was also a replica of the *Dorchester* at EXPO, but as an inoperative, wooden dummy it did not command the same attention as live steamers. It was hidden away inside the theatre at the VIA Rail station/pavilion and was being used as a prop in the 25-minute show mentioned in your article.

BOB SANDUSKY
Mississauga, Ont.

Just a slight correction to your SteamEXPO story on page 35. It shoud read "*three* big engines left the site . . .". The 2860, 1077 and 51 went to Coquitlam where they met and were coupled to CP 1201. It had been at Port Moody Station earlier and had moved back to Coquitlam. They came to Coquitlam as a triple header and left as a quadruple header!

The CAMERA BAG column is super. I photographed the parade from the third floor of a building at Columbia Street, one block west of you, and from the opposite side for the return movement. My "dark side" shots were superior, although got some good shots from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the building, too. I used Kodachrome 64 and Fujichrome 400, and I agree with your comments about Ektachrome 400. I still believe in grey cards; I took readings and sometimes slightly opened up from there.

The wisdom in the column was brought home to me even more when I saw my shots of the Abbotsford Airshow: before and after in bright sun, and the show itself in a complete smooth grey-white brightish cloud. I exposed for underneath and side using the grey card, and while the shots don't bear the "CIF" of sunlight, they have a beautiful pastel true color. I may have been ½-stop underexposed, but all detail is there. On a bright day, lots of snap, but forget the details. Again, the K64 outperformed the Fujichrome 400.

DAVID LARSON
Vancouver, B.C.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

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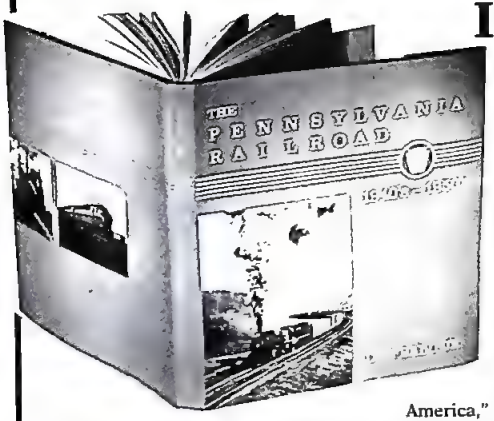

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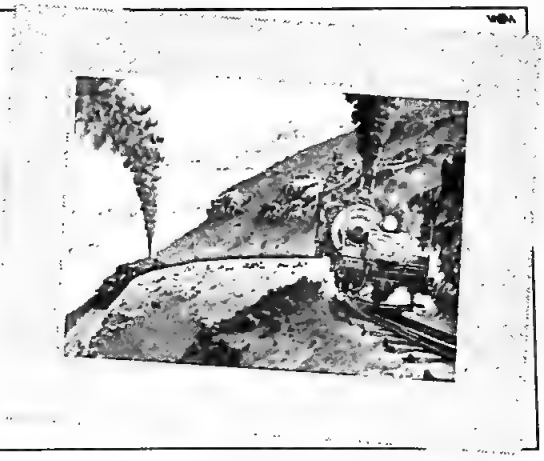

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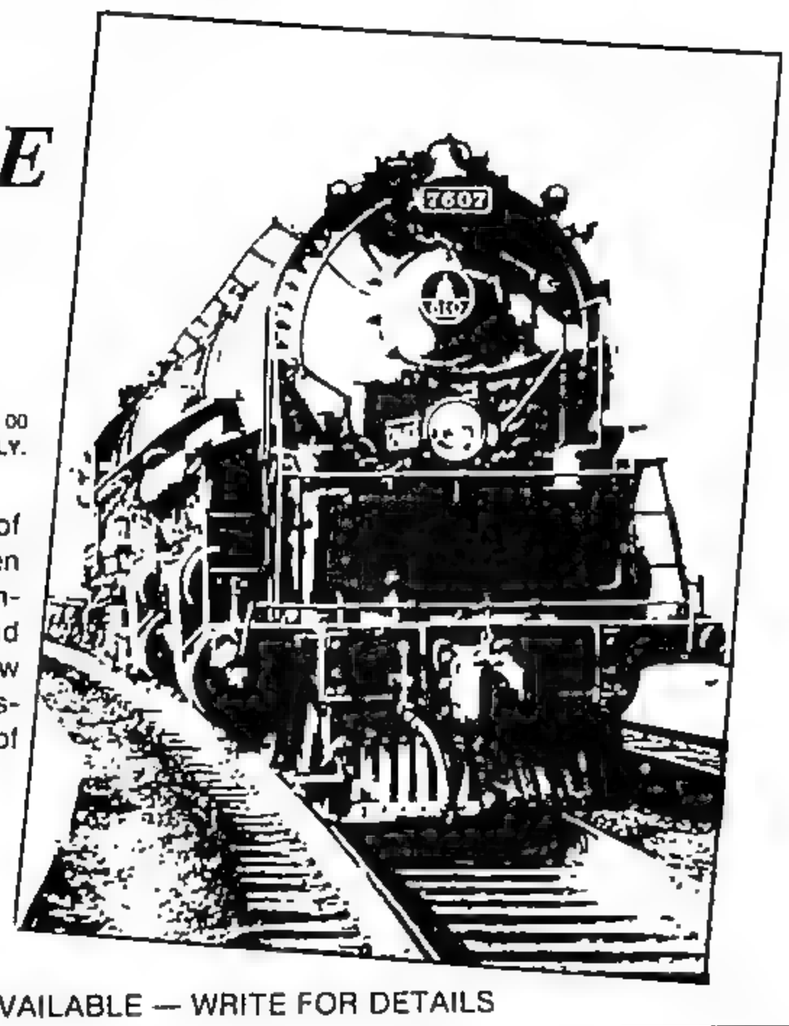

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RAILROADIANA MEETS

CHARLOTTE, NORTH CAROLINA, December 6. Piedmont Carolina Model Train & Hobby Meet at Heritage U.S.A., I77 South Exit 74, 9am-3pm. Adults $2, kids under 12 free. First table $15 incl. adm., 2nd table $13. Contact: David Summerfield, Rt.1 Box 41, Pineville, NC 28134; 704/377-2582 or 588-0147.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. Hours 11am-5pm. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Timonium, Maryland, December 6-7, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 13-14, Philadelphia Civic Center.

Ft. Lauderdale, Florida, January 3-4, Broward Community College.

Tampa, Florida, January 10-11, Florida State Fairgrounds.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations and dates. Shows feature operating train layouts, club displays, national and local sellers, railroadiana, videos and more. Hours are noon-6pm. Adults $4, kids under 12 free with adult. For full information contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Cincinnati, Ohio, December 6-7. Cincinnati Convention Center, 525 Elm Street.

St. Louis, Missouri, December 13-14. Keil Auditorium, 1416 Market Street.

Los Angeles, California, January 3-4. Shrine Civic Auditorium, 649 West Jefferson Boulevard.

Oakland, California, January 10-11. Oakland/Alameda County Coliseum, Nimitz Freeway and Hagenberger Road.

Portland, Oregon, January 17-18. Portland Memorial Coliseum, 1401 North Wheeler.

Phoenix, Arizona, January 24-25. Phoenix Civic Plaza, 225 East Adams.

Houston, Texas, February 7-8. Albert Thomas Exhibition Center, Bagley & Capitol.

Dallas, Texas, February 14-15. Dallas Convention Center, 650 S. Griffith.

Kansas City, Mo., February 21-22. Kansas City Municiple Auditorium, 14th & Central.

Dayton, Ohio, March 7-8. Dayton Convention Center, 22 Dave Hall Plaza.

Louisville, Ky., March 7-8. Commonwealth Convention Center, 221 4th Ave.

Seattle/Tacoma, Wash., March 21-22. Western Washington Fairgrounds, 9th Ave. & Meridian St. in Puyallup.

TOY TRAIN COLLECTORS SOCIETY will be holding Train Show, Sale & Swap Meets at the following locations and dates. For information contact: Clarence H. Steinbach, 274 Huth Road, Cheektowaga, NY 14225, or phone chairman identified in each listing.

December 6-7, Niagara Falls, New York, at Niagara Falls International Convention Center, 10am-4pm both days. Terry Lemieux, 716/285-6095.

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KITTANNING, PENNSYLVANIA, December 7. Central Armstrong Model Railroad Train Show, Third Annual Christmas Show, at Kittanning Twp. Fire Hall, E Rte. 422, 10am-4pm. Admission $2 50, kids under 12 free. Contact: James Boyer, RD 2 Box 133, Ford City, PA 16226; 412/763-8327.

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations and dates. Friday and Saturday 10am-9pm, Sunday noon-5pm, free parking and admission unless otherwise specified. Contact Railway Employees Activities Association, P.O Box 16489, Rocky River, OH 44116; or call James Madden 216/476-0456.

Cleveland (Independence), Ohio, December 7, Fifth Annual Christmas Show at Holiday Inn Independence, 6001 Rockside Road, 10am-6pm. Admission $1 75, kids under 12 50¢, family $3 50.

Canton, Ohio, February 13-15, at the Mellett Mall, 4196 Tuscarawas Street.

Euclid, Ohio, March 6-8, at Euclid Square Mall.

BLOOMINGTON, ILLINOIS, December 13. 4th Annual Midstate Dispatcher's Meet at Miller Park Pavilion, 11am-5pm, with operating model railroads, railroadiana and model sales and displays, slide and video shows, and NKP 2-8-2 on display. Sponsored by Central Illinois Railroad Club and Illinois Valley Railway Association. Contact: Tom Bowen, P.O. Box 1692, Bloomington, IL 61701; 309/828-8017.

TAMPA, FLORIDA, December 14. Tampa-Gulf Coast Train & Toy Show at Holiday Inn Northwest, Busch Gardens, 2701 E. Fowler Ave., 10am-3pm. Adults $2, kids $1. Contact: Freight Station RR Shows, 3329 White Castle Way, Decatur, GA 30034; 404/987-2773.

BOXCAR ANNIE'S Train Show & Sale will be held at the folowing locations and dates. Saturdays 10am-6pm, Sundays 10:30am-4:30pm. Adults $2, teens $1, under 12 free with adult. For tables and info contact: Boxcar Annie's, Box 335, Centerville, GA 31028; 912/953-3782.

Atlanta, Ga., January 3-4. Holiday Inn, I75N & Delk Road, Marietta.

Cincinnati, Ohio, January 24-25. Holiday Inn Eastgate, I275 & Ohio 32, Exit 63B.

Indianapolis, Ind., February 7-8. Holiday Inn East, I70 & Shadeland, Exit 89.

Baltimore/Washington, February 21-22. Holiday Inn Annapolis, US 301 & 50 at Md. 450.

CLEVELAND, OHIO, January 10. West Park Model Railroaders at the UAW Hall, 5615 Chevrolet Blvd., Parma. 10am-4pm. Adults $2, kids 6-12 50¢. Contact: Lewis Warren, 15313 Willman Ave., Cleveland, OH 44135; 216/676-120.

JACKSONVILLE, FLORIDA, February 14. Southeastern Railroadiana Collectors 8th Annual Railroadiana/Model Train Sale & Trade Show at new location, Jacksonville's Prime Osboorn Convention Center, 1000 West Water Street. 9am-4pm. Admission $2, kids under 12 free. Tables $20. For information send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

ST. LOUIS, MISSOURI, March 7-8. Bi-State Area Railroad Meet sponsored by Midwest and Mid-Continent Regions NMRA at Collinsville Hilton Inn, 1000 Eastport Plaza Drive (Ill. Hwy.157 & I55/70). Saturday 8am-9pm with clinics, displays, swap meet, contests, movies and layout tours; Sunday 8am-2pm with prototype railroad tours. Registration $9 in advance and $12 at door. Swap tables $10. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63146; 314/434-5980.

KITTANNING, PENNSYLVANIA, March 29. Central Armstrong Model Railroad Train Show at Kittanning Twp. Fire Hall, E. Rte. 422, 10am-4pm. Admission $2.50, kids under 12 free. Contact: James Boyer, RD 2 Box 133, Ford City, PA 16226; 412/763-8327.

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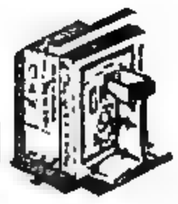

New Carstens books

We should have two new books in our Heritage Series out sometime in early December. "Route of the *Erie Limited*" by Rod Dirkes and John Krause is a pictorial look at Erie Railroad passenger trains covering the line between Chicago and Jersey City. Lots of great steam and Erie diesel action from some of the best-known photographers.

"Lehigh & Hudson River, Volume 1" by Ed Crist and John Krause is the first of two pictorials of the Conrail-absorbed L&HR covering late steam and diesel operations on the south end of the railroad from Allentown, Pa., up to Franklin, N.J. There's everything here from camelbacks to Alco C420s. "Volume 2," which will cover the line from Franklin north to Maybrook, N.Y., is expected be out sometime in mid-1987.

"Route of the *Erie Limited*" (C57) and "L&HR Volume 1" (C55) are both 48-page softcover pictorials and sell for $7.95 postpaid from Carstens Publications, P.O. Box 700, Newton, NJ 07860. They should be available before Christmas 1986 and can be ordered immediately.

R&R Bound Volumes

The bound volume of R&R Volume 5, November 1983 through November 1985, is now in stock. This covers the Tenth Anniversary of RAILFAN and includes 13 issues instead of the usual twelve. It features a heavy green cover and professional binding, with the index in the front. It sells for $28 postpaid in the U.S. (Canada and foreign please add $2 postage). We prefer to ship via United Parcel Service and will do so if you include a street address (UPS cannot deliver to a Post Office box).

Bound volumes are the best way to preserve your R&R collection for future reference, and we still have available bound volumes for Volume 3 (November 1979-September 1981) and Volume 4 (November 1981-September 1983). The price is the same as Volume 5, $28 each.

What's new?

With the railroad scene changing as fast as it does with all the new short lines and regional systems coming into being and handheld programmable scanners becoming the norm, the active railfan now more than ever needs to keep up with the changes and new assignments of radio frequencies. One of the best of the available frequency guides, Gary Sturm and Mark Landgraf's *Compendium of American Railroad Radio Frequencies*, has just been published in a Fall 1986 revised Sixth Edition. In addition to the new U.S. roads, it includes Canadian and some foreign roads and industrials (Australia, Hammersley Iron, British Rail, German Federal). There are also listings of tourist railroads and lines which have no radios, as well as some pages of general scanning information. The 56-page 8½"×7" book has a plastic lam-

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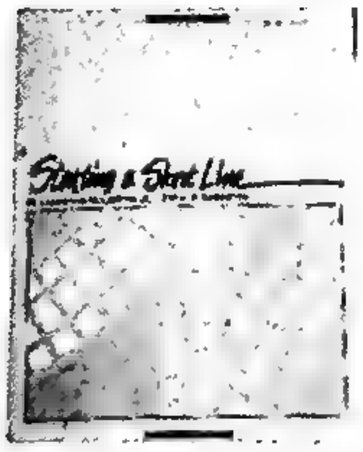

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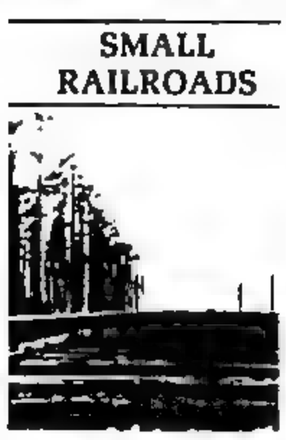

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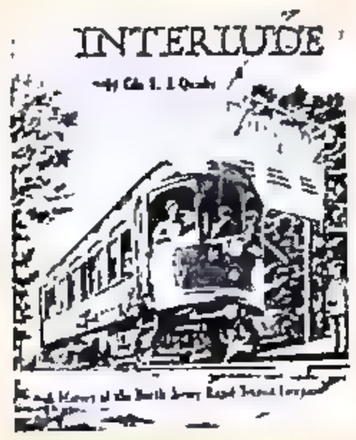

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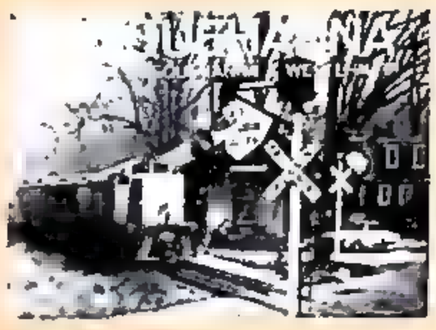

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inated cover for use in typical railfan weather. It sells for $9 postpaid from Mark J. Landgraf, 3 Coralberry Circle, Albany, NY 12203.

The Official Guide of the Railways has long been the railfans' Bible, and the tattered and yellowed pages of vintage *Guides* probably occupy more space in railfan libraries than any other publication. The fact that these books were printed on poor paper and were never intended for archival preservation means that their useful life is rather limited, as even moderate handling can cause considerable damage. It is extremely important, therefore, that reprints of significant issues (June 1916 and January 1930) of the *Guide* have been produced recently, making available their content without risk to the priceless originals. The latest in this series is the July 1956 *Guide*, in the very heart of the steam/diesel transition era and at the peak of pre-Amtrak postwar passenger service where traditional heavyweights and new domeliners were running side-by-side with mixed trains and experimental lightweights. The index lists over 750 railroads, and the individual entries include over 160 maps—and this was also the era when the *Guide* included steamship and airline listings. Printed on good quality paper, these reprints should substantially outlive the originals and become permanent reference sources. The 1956 reprint would make an excellent Christmas gift for any railfan. This 7″×10″ book has *1,512 pages* and sells for $45 postpaid from Official Guide Reprints, 424 West 33rd St., New York, NY 10001.

If you are interested in sound recordings of truly vintage locomotives and not just contemporary fantrippers, you will find some fascinating material available from the Railroad Record Club of Hawkins, WI 54530. As an example, their latest re-mastered 33⅓ l.p. disc features Northern Pacific 4-8-4 2626, the Timken 1111, recorded in regular service by Elwin D. Purington. Write them at the above address for ordering details and other available records of steam and traction subjects.

Calendar Call

With the quality and style available today, railroad calendars make excellent Christmas gifts for railfan friends or family. A couple of really big wall calendars lead off the new arrivals this month. Continuing one of the finest traditions in railfan calendars is the "1987 All Pennsy Calendar" from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024. This oversize wall calendar features twelve 16″×22″ sheets of heavy pebble-grain stock with an 11″×14″ photo along with the date block on each page. A Don Wood color photo of an FA leads things off, while the remaining black & white subjects include nighttime and action shots of 2-10-0s, a trio of GP9s, an old K2 Pacific on the LIRR, an A-B-A set of freight Sharks, engine terminal shots of an M1b and an 0-6-0, a pair of GG1s with auto racks, F7s and a K4 in action plus a 1913 view of a DD1 exiting the Bergen Tunnels. All in all, a very handsome package selling for $6.95 postpaid (foreign add 10% shipping; N.Y. res. add tax).

In the same size and general format is the "Delaware & Hudson 1987 Calendar" featuring Jim Shaughnessy's photography from Reznak Rail Enterprises, P.O. Box 775, Wilkes-Barre, PA 18703. Printed on individ-

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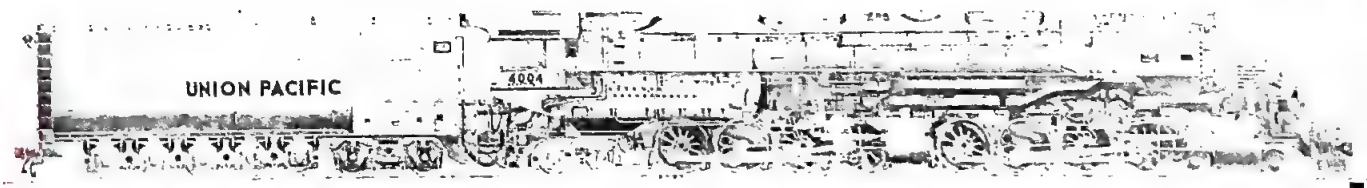

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ual sheets of heavy 16"×22" gloss stock, this calendar has a color cover of a PA along Lake Champlain, while the black & white subjects that follow include action with a 4-6-6-4, U23Bs, more PAs, C628s, RS3s and a Pacific plus a conductor snagging orders from a wooden caboose, a PA in the shop and night shots of a DL701 and an Alco switcher. It sells for $7.50 postpaid.

From the standpoint of overall design and styling, there are some truly superb offerings in the field of full color railfan calendars. "Those Magnificent Trains, 1987" from Charles Ditlefsen, P.O. Box 1807, Mill Valley, CA 94942, has 12" square pages on heavy gloss stock that fold out to a 12"×24" wall format, with a large color photo for each month surrounded by an attractive tone panel with a large appointment-type date block on white. Subjects from a wide variety of photographers include a Green Mountain Railroad snowplow, classic blue Santa Fe Fs, a Rio Grande narrow gauge doubleheader on freight, Santa Fe GP35s under a rainbow, *Daylight* 4449 at night, CN A-B-A Fs, Sierra 4-6-0 No.3, SP narrow gauge 4-6-0 No.9 on a gallows turntable, Southern Geep and GP30 at night, a Milwaukee steeplecab electric switcher in sunlight under a black storm sky, UP Challenger 3985 at night and a classic CP Rail mountain snowscape. The price is $8.95 plus $1 shipping per calendar (overseas add $4, Cal. res. add 6% tax). Also available from Ditlefsen is "Those Magnificent Planes" in full color photographed by railfan Ron Hill which includes a Continental DC10, an Air Haiti C46, a TACA 737, a Delta DC6 in 1962, Iberia and SAL 747s, a Pan Am Airbus, Aspen BAe 146s, an Air Canada "Stretch-8," a Saudi L1011, a United Boeing 720, a China 767 and a Western 727. The price and address same as "Those Magnificent Trains."

The "Don Ball, Jr., 1987 Railroad Calendar" is also in the 12"×24" full color format with very attractive styling and a variety of color backgrounds around the photos and appointment date blocks. In addition to Santa Fe passenger Fs at Dearborn Station on the cover, inside are LV Cornell red Geeps and Alcos at Sayre, SP tunnel motors, an N&W Y6, an Erie FT, Milwaukee SD40-2s, Penn Central SDs, PRR 4-4-2 and D16sb at speed, Glenn Monhart's purple and silver C&WC F7, a Green Mountain RS1 in fall foliage, a Vermont RS3, KCS SD50s, Rio Grande SD45s and Don's ever-present UP 4-12-2. It sells for $8.95 postpaid (N.Y. and Cal. res. add tax) from W.W. Norton & Company, Dept. 1A-RFR, 500 Fifth Ave., New York, NY 10110.

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Excellent color photos by Kalmbach staffers, a few R&R contributors and others are featured in the very attractive "Trains 1987" calendar from Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, WI 53233. Preston Cook's night shot of brand new BN and UP SD40-2s at night leads things off, followed by an SP rotary snowplow in action, C&NW bilevel commuters, Chessie 4-8-4 614, NYC Sharks at night, UP Challenger 3985, Amtrak at Tunnel City, D&SNG 2-8-2 481, a black GG1, a Green Mountain RS1, ICG SD20s against a Kansas City sunset and Burlington Grayback Fs at night. The 14"×22" folded-out wall calendar sells for $7.95 plus $1 postage and handling (foreign $1.50 postage; Wis. res. add 5% tax).

Another Preston Cook color photo (six EL RS3s in low sun at Marion, Ohio) graces the cover of the Erie Lackawanna Historical Society's 1987 calendar entitled "A Heritage Remembered." The remainder of the 11"×17" folded-out wall format calendar features beautifully-reproduced b&w action photos of Erie 4-6-2s, Geeps and E8s, DL&W F3s, a 2-8-0 and a tugboat, EL E8s and a C425/U33C/SD45 lashup and a Susquehanna 2-10-0 along with engine terminal scenes of an Erie PA and an Erie RS2 alongside DL&W Train Masters. It sells for $4.95 postpaid from: Erie Lackawanna Historical Society, c/o Harold Werthwein, RD Box 2188, Columbia, NJ 07832.

If it's big steam action you like, try "The Great Days of Steam Railroading" 1987 calendar from the California Southern Railroad folks at the Orange Empire Railway Museum. This 11"×17" folded-out wall calendar features excellent b&w reproduction on heavy stock of action subjects which include a PRR 2-10-0, a GN 4-8-4, a D&RGW 4-8-2, a CPR 4-6-2/2-8-2 doubleheader, an N&W J, an SP Cab-Forward, UP Challenger 3985 in 1957, a Southwest Forest log train, a Mexicano three-cylinder Pacific, a big B&M Pacific, a Santa Fe 2-8-2/4-8-4 doubleheader and some non-steam subjects like a YVT steeplecab and a Pacific Electric "Hollywood" car. This is the 27th year of publication for this calendar, and they've done a fine job with it. The price is $4.50 (plus $1 shipping, Cal. res.

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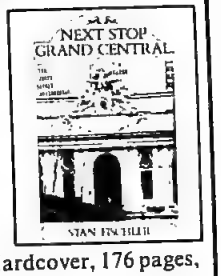

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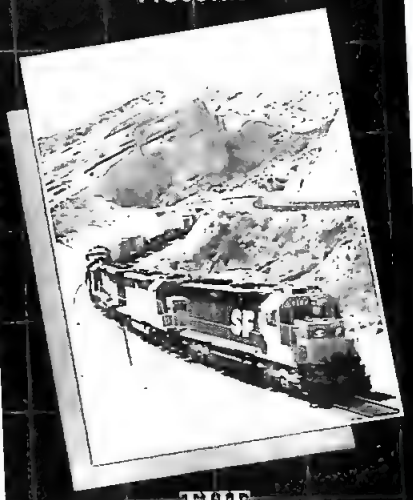

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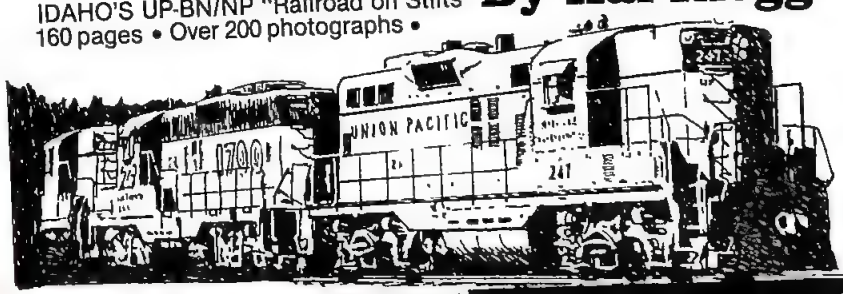

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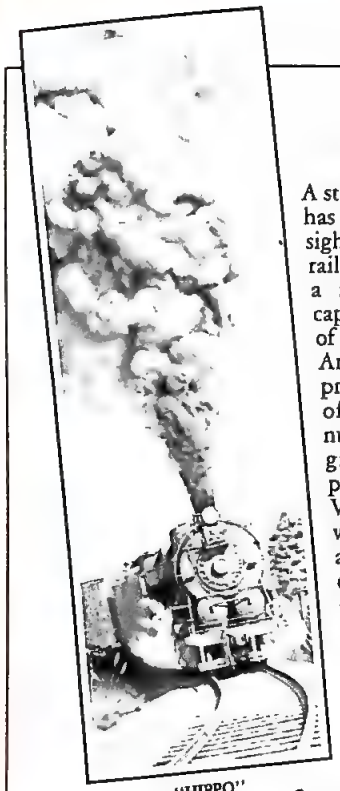

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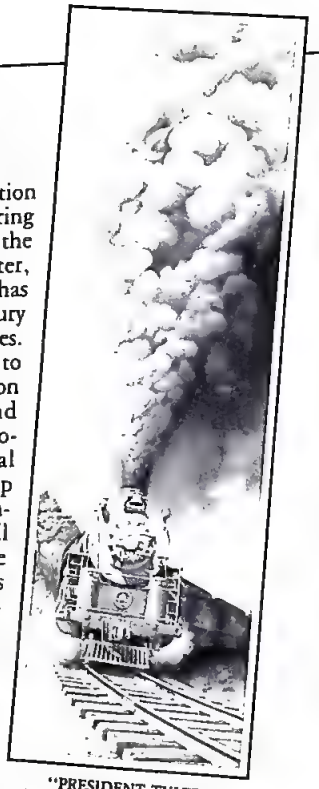

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Continuing on the theme of big steam, some really outstanding views of vintage railroading by Hugh Comer, excellently reproduced, characterize the "1987 All Steam Calendar" from the Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324. Included are such subjects as A&WP 4-6-2 290 on the road and in Atlanta's Terminal Station; a Southern 4-8-2 and a Ps4 on passenger trains; a Seaboard 2-8-2; a Gainesville Midland 2-10-0; Wadley & Southern and Wrightsville & Tennille 4-6-0s; doubleheaded CofG 2-10-2s; a Georgia, Southwestern & Gulf mixed behind a 4-4-0 and light Pacifics in action on the Georgia & Florida; Atlanta, Birmingham & Coast; Atlantic Coast Line; Macon, Dublin & Savannah and Georgia Northern. This is an unusually fine 11"×17" b&w calendar for $5 postpaid.

"Railroading in Kansas" is the theme of the 1987 b&w calendar from the Wichita Chapter NRHS, P.O. Box 2017C, Wichita, KS 67201-5017. The well reproduced photos in this 11"×17" folded-out wall calendar include a Rock Island DL109, E7 and 4-8-4; KCS, MoPac and UP 2-8-0s; a RI passenger train with an FP7 with two baggage cars and an RDC; an Arkansas Valley interurban car; MKT and Frisco Mikados in action; Santa Fe GP7s and H1644s; CB&Q 2-8-2 4960 on a fantrip; UP F3/F7B/E7 on a passenger train; a BN/Frisco GP15-1 and a Santa Fe 4-6-2. Very interesting railroading for $5 postpaid.

Good reproduction of b&w roster views make up the "Southeastern Steam 1987" calendar from The Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901. The 11"×17" folded-out wall calendar sells for $5.95 plus $1 for First Class mailing in the U.S.A. and includes a CofG 4-8-2; L&N 2-8-2 and light 4-6-2; Southern 2-8-0 and light 4-6-2; NC&StL 4-6-2, 4-8-2 and 4-8-4; SAL 0-6-0 and Mikado; D&S 4-8-0; C&WC 0-6-0 and a Norfolk Southern 2-8-0. Another very nice job.

Quite a variety of Western Maryland b&w views make up the "1987 Pictorial Calendar" from the Western Maryland Railway Historical Society, 7908 Colonial Lane, Cleriton, MD 20735. The 11"×17" folded-out wall calendar features F-units, a 4-6-2 on the Elkins passenger train, a GP9, Mallet pushers at Williamsport, Baldwin switchers, RS3s, a GP35, a big 2-10-0, a Pierce Arrow 1918 inspection car, the Hagerstown Shop and three vintage 2-8-0s. This WMRHS 20th Anniversary calendar sells for $5.50 postpaid First Class.

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Shays and logging scenes are featured in the 1987 Calendar of the Mountain State Railroad & Logging Historical Association, P.O. Box 289, Denville, NJ 07834. With good b&w reproduction, this 11"×17" folded-out wall calendar includes Shays on the Green-Brier & Elk River, Croft Lumber, West Virginia Pulp & Paper, Pocahontas Lumber, Parsons Pulp & Lumber and narrow gauge Ely-Thomas Lumber operations along with Climaxes on Spice Run Lumber (overturned in the creek), Wheeler Lumber and Middle Fork Railroad, a Range Lumber Heisler and BC&G 2-8-0. Many of the views show the locomotives in action or logging scenes including such things as Barnhardt loaders. The calendar sells for $5 postpaid.

Heavy action and equipment views of the B&O are featured in the "Baltimore & Ohio Railroad Historical Society 1987 Calendar." The b&w subjects in this 11"×17" folded-out wall calendar include F3s, 2-10-2s, a four-wheel caboose, a GP9, an 0-8-0, a freshly-outshopped ex-B&M 4-8-2, a gas-electric, a GP35, a 2-8-0, GP30s and a Pacific. It sells for $4 plus $1 postage and handling (Md. res. add 5% tax) from B&O Railroad Historical Society, P.O. Box 13578, Baltimore, MD 21203.

Local railroad equipment and scenes comprise the "Salamanca Rail Museum 1987" calendar. In a small 8"×12" folded-out wall format, it features b&w photos of an 1885 BR&P 4-4-0; B&O F7s, SW9 and 2-8-0; an Erie AS616, 2-8-4, 2-8-2 and 2-8-0 and a number of depot and junction scenes with lots of delightful old vehicles. There's also a page with four B&O and BR&P wreck scenes. The photo reproduction is good, although some of the original photos are of marginal quality. It sells for $3 postpaid from the Salamanca Railroad Museum Association, P.O. Box 170, Salamanca, NY 14779.

The "1987 East Penn Traction Club" calendar is a very nicely done 11"×17" folded-out wall calendar with b&w scenes of traction action in the Philadelphia and New Jersey area including a P&W Brill Bullet in winter, PTC Birney, LVT and P&W terminal scene, an Atlantic City & Shore car, a Chester Short Line car in a maze of bridges, two views of Atlantic City Transportation Brilliners, a Philadelphia Suburban Transportation Brill, a Wildwood Crest open car, an LVT *Liberty Bell Limited*, a Red Arrow Lines snow sweeper and center-door cars plus a ¼" scale model scene of a PCC and sweeper. The calendar sells for $6 postpaid from the East Penn Traction Club, c/o Ken Molchanow, 119 W. Wentz St., Philadelphia, PA 19120.

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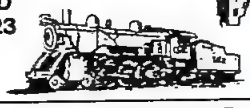

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It shows how the original companies grew over the years into a sizeable system with many corporate changes and a very interesting variety of equipment. A detailed roster of equipment compiled by Harold E. Cox is included. The little known Richmond-Petersburg interurban line and its equipment is well covered in text and good photos. Reproduction is generally excellent, with over 200 photos from the earliest days down through the years. Additionally, there are excellent trackage and route maps, several in the form of large pull-outs.

This outstanding volume is available for $32.95 plus $1.50 postage from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

IRON HORSES ACROSS THE GARDEN STATE, by Joel Rosenbaum and Tom Gallo, is an 80-page 8½"×11" softcover describing in text and well-chosen photographs the great variety of passenger service between New York and Philadelphia, which was primarily the Pennsy corridor and the Reading. With a brief but informative look at early history and development, you get good photos and descriptive captions in a fascinating chapter entitled "The Pennsy Electrifies While the Reading Streamlines." "A Garden State Album" features the wide variety of service and equipment, including some color views. "The Postwar Decline" and "The Amtrak Era" bring things up to date.

The Photo reproduction is very good, and many of the over 115 photos are from the camera of George Votava, a real plus. Included are maps, timetables, brochures and related material. This is a book we thoroughly enjoyed and recommend. It is avail-

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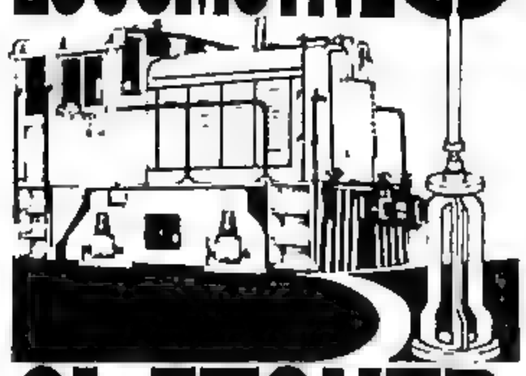

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A. Thiese photo from 1986 calendar

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Book Reviews

The Great Yellow Fleet, A History of American Railroad Refrigerator Cars, by John H. White, published by Golden West Publishing, P.O. Box 80250, San Marino, CA 91108. 188 8¾"×11" pages, hardcover, $44.95.

The Great Yellow Fleet is a book I received with a yawn—and then promptly stayed up until 2:00 in the morning reading it. No, it will never be a best seller on the *New York Times* booklist, and the chances of *The Great Yellow Fleet—The Movie*, are quite remote. But here, in one well-detailed, nicely-written volume, are great quantities of information, both statistical and historical on a freight car that everyone is familiar with yet probably knows very little about.

Are you reading this correctly? Is the reviewer enthused over a book on refrigerator cars? In a word, absolutely.

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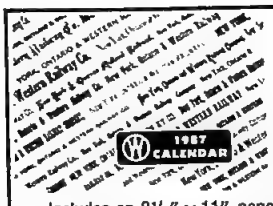

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White details the efforts of early inventors and their struggle to replace ice with other coolants, dating back to 1876. Another chapter samples unusual cars, such as narrow gauge and cars used for hauling meat, beer and wine. And were you aware there were a number of attempts at aluminum refrigerator cars?

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A native of Milwaukee, Wis., Ted watched steam begin to disappear while he was in high school, and in the mid-1950s he began to travel to places like southern Illinois and northern Minnesota to seek out steam in action. While attending the University of Illinois he met railfan photographers J. Parker Lamb and Bruce Meyer and traveled with them to some of the last steam strongholds.

But as steam dwindled, Ted turned his attention to other things. As he puts it: "I did spend a month in late summer 1960 in Mexico, spring break '61 in the Piedmont South looking at several short lines and August '61 in Mexico again, but after that I quit. Too many miles and dollars to see someone else's

ATLANTA CHAPTER 1987 CALENDAR

Atlanta Chapter NRHS is proud to announce its 1987 ALL-STEAM CALENDAR, featuring action shots of various railroads in Georgia during the 1930's and 1940's. Photos are by Hugh Comer of Macon, GA. Cover is an action view of Atlanta & West Point No. 290 pulling southbound CRESCENT in late 1949. Format is 11" x 17"; postpaid $5.00. STILL AVAILABLE: Michael F. Kotowski drawings of A&WP No. 290 on heavyweight white gloss stock, 15" x 20". Hand-signed & numbered by the artist $27.50; plate-signed $12.50, shipping included.

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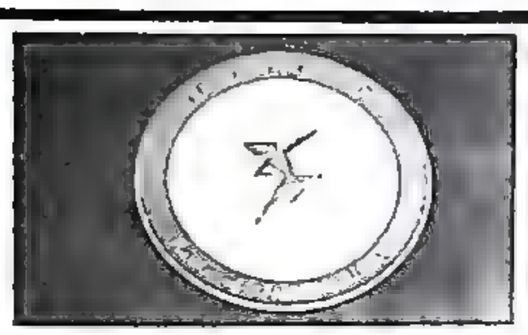

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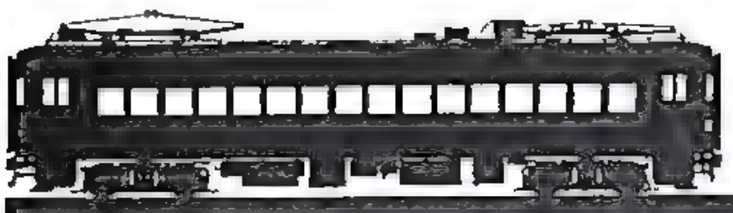

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steam was more than I felt compelled to do. In 1960 I completed several watercolors of Canadian railroads, one of which Kalmbach used for the dust jacket of *Canadian Steam!*."

After leaving the University of Illinois with a BFA in 1962 Ted went to work for Kalmbach as a book designer but was drafted in 1963 and spent a year in Vietnam. After being discharged in 1965 he moved to Chama, N.M., where "I spent a few months until I ran out of money," and went back to Kalmbach. At that time he also worked as a switchman for the C&NW, spending midnight to 8:00 in the yard and daytime at 1027 North 7th. In 1966 he moved back to Chama and to Santa Fe shortly thereafter.

As Ted puts it, "Then my life changed somewhat. I met Polly in February 1967 and we were married a few months later." After spending some time as a designer and mapmaker for the City of Santa Fe and as a corporate art director, Ted established his own freelance graphic design business, Hod Carriers Ink, and has been going at it since 1976. The name is a word play on his other devotion, building his adobe home and studio. Ted and Polly have two children, a son 17 and daughter 12.

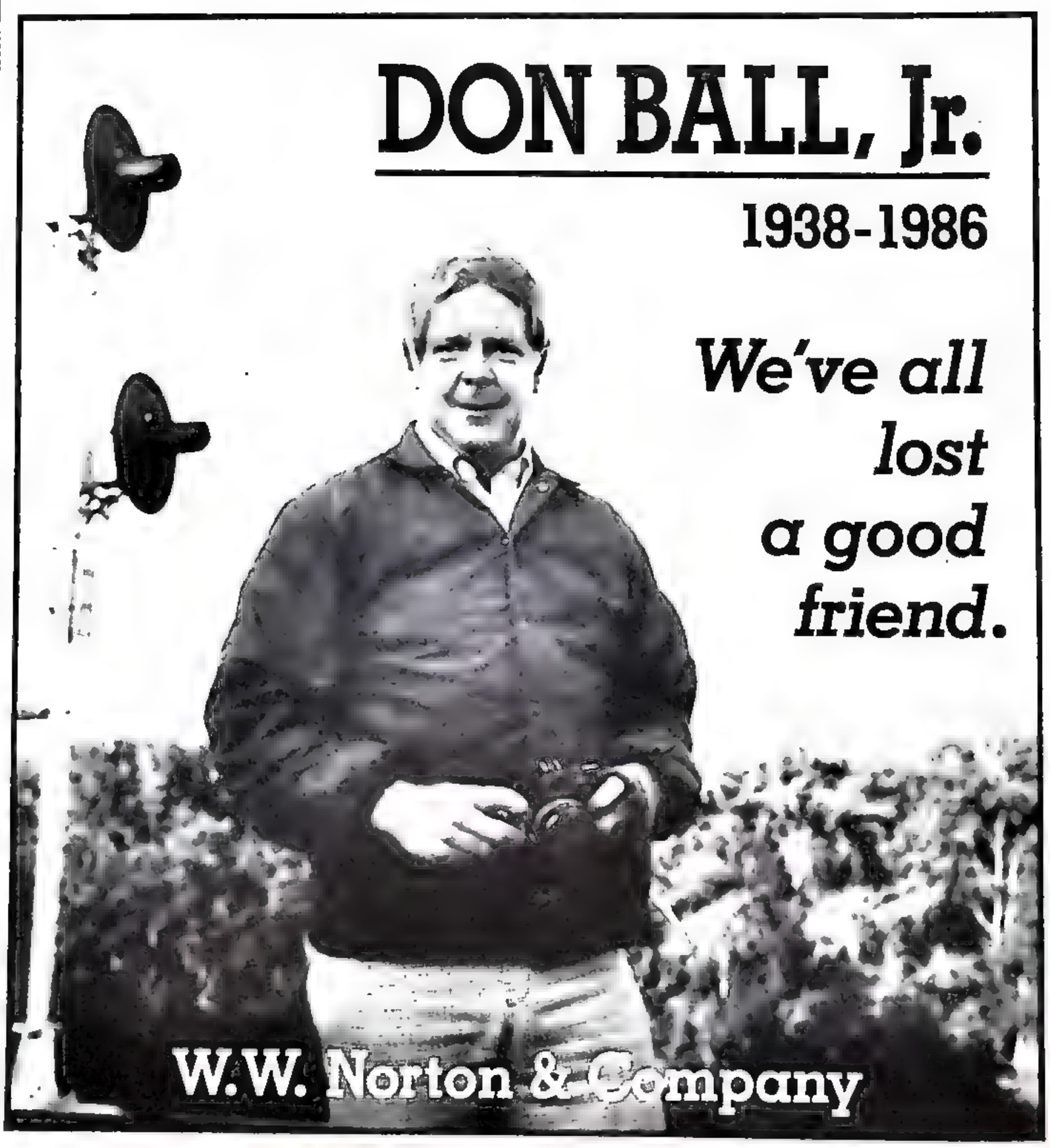
Beginning about 1980, Ted got back to railroad work, painting such subjects as the Rio Grande's Chili Line and the late-'50s steam he remembers so fondly. He produced and advertised his 1985 "Chili Line" calendar and is presently promoting some beautiful watercolor prints of the narrow gauge. He also does commission work on railroad subjects with prices based on size ranging from $375 for a 7"×10" to $875 for a 14"×20" (see his ad on page 24 for address). He can handle any subject, but it's pretty obvious that his heart is with the steam.

Camera Bag

BY JIM BOYD

Fujichrome?

There was a commercial on TV a little while ago promoting one of those mindless daytime game shows. "What is Mount Fuji?" the host inquired. The blonde guest star giggled, "That's where the Japanese take their film to be developed." I had seen the Fuji blimp a couple of times over New York, and last spring on my way back from Vancouver I was forced to buy a roll of Fujichrome 50 at the Seattle airport or go home with an empty camera—they didn't sell Kodak film at the airport. That had pretty well



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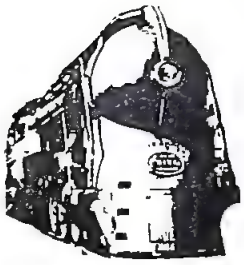

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CANADIAN PACIFIC'S BIG HILL
by Floyd Yeats
This 50 page book covers the mainline between Field and Lake Louise over the first 100 years of operations. Floyd Yeats is a retired engineman who worked "The Hill" from 1941 to 1979 and the book contains many anecdotes about steam and diesel-electric operations, the Spiral Tunnels and the original 4.5% grade with its three safety switches. The majority of the photographs have not been published previously. **$10.00 including postage.**

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by W. H. N. Rossiter
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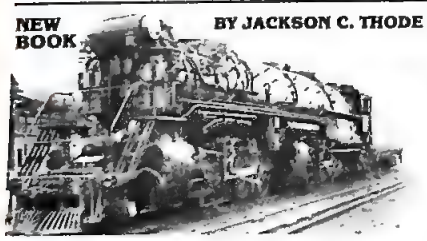

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been my experience with Fuji film, until I got the following letters. The first is from Jack Wheelihan, commenting on his spectacular September 1986 R&R cover photo of *Daylight* 4449 and the "Tough Guys" explosion:

"After all these years of submitting color slides and b&w prints to various magazines, with moderate publication success, I finally make the big time: the cover of RAILFAN! I certainly did a magnificent job, didn't I?

"Well, now the truth. I finally got tired of hauling all my equipment (Pentax 6×7 with three lenses, Nikon F2 with five lenses, two large tripods and a flash unit) on these 4449 jobs, so this trip I said to hell with photography. I would just take the F2/motor drive, a 50mm fl.2 lens and a 28mm lens and stow them under the fireman's seat just in case. Brian Matsumoto of our monthly railfan roundtable meetings had given me a couple of rolls of Fujichrome Professional 50D slide film to try, so I figured this would be a good opportunity to use one roll since I would just be taking 'snapshot' type stuff anyway of the movie-making and stars. And that is just what I did, an occasional shot here and there for the memories. For that explosion scene, I just let the motor drive go for about eight frames, and you see the results.

"So, now I know how it should be done: never mind the weather or sun conditions, don't prepare well for the shot, use standard lens only, and *never* use any of Yager's or McCormack's Kodak film again! Probably wouldn't be a bad idea to stop reading your CAMERA BAG column, either. I'll be sending more cover material as soon as I get some more Fujichrome."

Yipes! There is no joy in Rochester. One of

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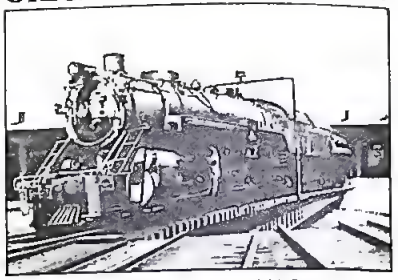

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A few days later the next letter arrived from James Dailey of Orange, California, an industrial photographer for over twelve years:

"This letter is for Jim Boyd in hopes that the information contained in it will help him in his quest for better photos in grubby weather. How about using:

"A film with 2/3-stop more speed (for more action stopping power or more depth of field).

"A film with no magenta color cast.

"A film *almost* as sharp as Kodachrome 64 (because if you can't photograph it, even the sharpest film in the world is no good).

"A film with less contrast than Kodachrome 64.

"A film that can be pushed in emergencies (ISO 200 or 400) with good results.

"A film whose ASA 50 sister has the same color characteristics, so it can go into the same slide tray without anyone noticing changes in films.

"A film that has reciprocity characteristics better than Kodachromes.

"A film that does not go blue in shade.

"A film that makes very good 11"×14" prints.

"A film that processes in two hours.

"And lastly, a film that can be bought 100 feet at a time for bulk loading; saving about 50% in film costs.

"The film is Fujichrome 100 (exposed at 125). Jim said he tried Ektachrome 100; so did I. Fujichrome 100 is a little finer-grained, sharper and has better color saturation. I tried both films through Kodak's E-6 and Fuji's CR-56 chemistries. Fujichrome 100 comes out ahead in both.

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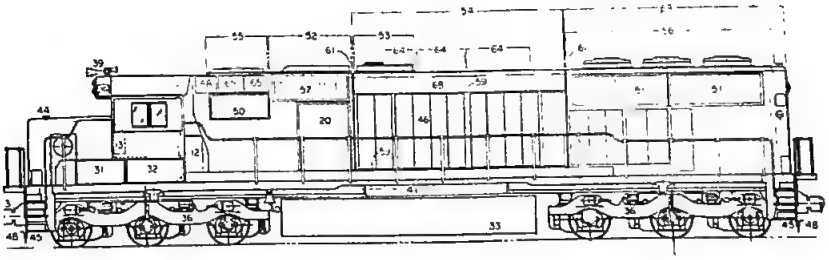

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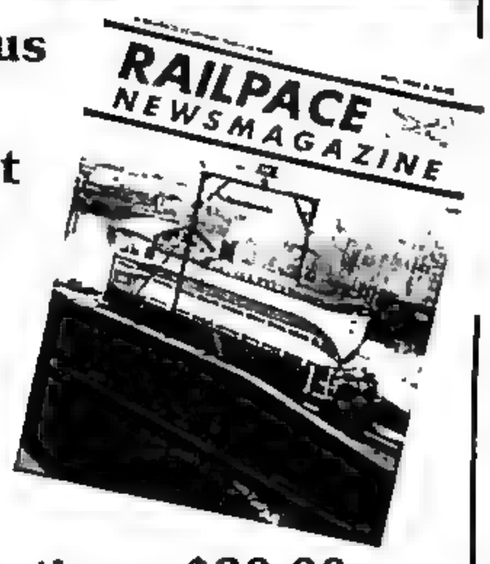

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"I get the impression from Jim Boyd's articles that he has fallen into the 'stagnant state' and has not kept up with advances in the photographic field. One example is his using Microdol with Plus X, probably to compensate for the grain in Plus X. He should try Ilford FP-4 processed in ID-11 or D-76, diluted 1-1. It is an outstanding combination.

"I hope this will stir Jim's (and his fans') creative juices enough to keep their eyes open for new products and advances."

I think Mr. Dailey likes Fujichrome.

Both of these letters bring up a good point: While Kodak may be the most popular film, it is certainly not the only one. My brief experience with Fujichrome 50 out of Seattle found it to be a good film with no problems. But I was eager to get back to good ol' K64.

Have I hit the "stagnant state?" I don't think so (for one thing, I gave up on Microdol X and have been using 1-1 D76 for a couple of years). So why the reluctance to try something different in color slide films?

Because I know how K64 will react in almost any situation, regardless of camera, light meter or light variations. I have a "gut feel" about when to give an extra half stop here or stop down a little there. And I know how it will react with various sources of available light and skylight in night work.

That knowledge did not come easily or painlessly. When I was forced off Ektachrome X to the new (and, at that time, troublesome) Kodachrome 64, it took about three frustrating years of trial and error to figure out the quirks of Kodachrome. I am not about to subject myself to that again without good reason.

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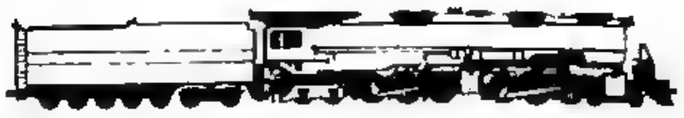

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Although I realize that today's E-6 films are far more stable than the old Ektachromes, I am already watching my Ektachromes from the early 1960s deteriorate into a red haze of oblivion, while I've seen Kodachromes (ASA *10*) of B&O EM-1s that look like they were shot yesterday. Any E-6 film would have to show me a dramatic improvement in quality over Kodachrome for me to risk that today.

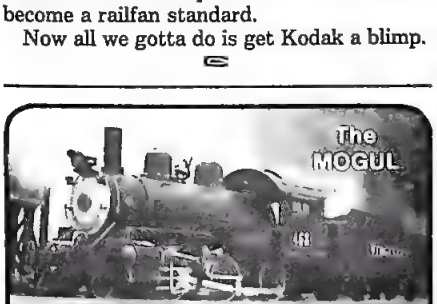
With my Nikon FM2, I could probably get decent results with any film just by blindly following its excellent light meter. But that one roll of Fuji 50 gave me the uneasy feeling that I had no idea what it was really doing. K64, Plus X and Tri X aren't perfect, but they're *comfortable* and give very satisfactory results for the type of work that I have to do (grain, for instance, is of minimal consequence for an 8×10 that is going to get a halftone screen, anyhow). As they say, "If it ain't broke, don't fix it."

If I were living in Japan, I would almost certainly be using Fuji film, where supply and processing are universally available. But even as good as Fuji is, it can't compete with Kodak in the U.S.A. for availability and fast, top-quality processing (and I *never* send my color to anyone other than a Kodak lab). Fuji film is available in most U.S. markets, and you can get E-6 processing almost everywhere. But you can't get the film off the shelf everywhere, and the processing anywhere but in the biggest metropolitan areas is much less convenient than one expects of Kodak.

So what's the point? Simply that Fuji is good film, and a lot of people prefer it over Kodak products. Mr. Dailey makes some excellent points in his letter, so if you want to experiment, give it a try. But don't switch just because you think Kodachrome is a "bad film"—if you're not happy with your results it is far more likely to be your technique or equipment, and changing to Fujichrome or any other film won't resolve that problem.

And as far as new products are concerned, I've tried the Ilford (the RAILROAD MODEL CRAFTSMAN crew uses it all the time), but I'm happy enough with the Kodak film that I don't feel the need to change right now. I understand, however, that Kodak has a new line of super black & white films about to become available, and a new Kodachrome 200 should be on the market before long. Rest assured, I plan to try them all. If that K200 has the quality of a Kodachrome with the speed of an Ektachrome—or Fujichrome—it could well become a railfan standard.

Now all we gotta do is get Kodak a blimp.



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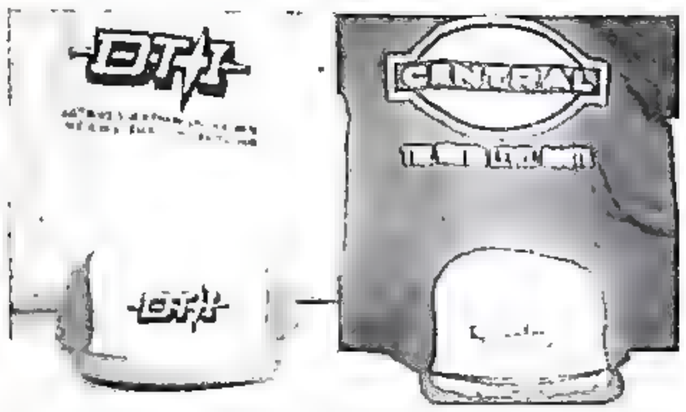

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Transit Currents

Fiscal crisis for the

I write this as a Trustee of the Northern Indiana Commuter Transportation District, the public agency that owns new cars and subsidies the commuter passenger service of the Chicago South Shore & South Bend Railroad, often called "America's last interurban."

The NICTD was responsible for providing the public input to save the South Shore Line passenger service, replace the old cars, improve the substations and power distribution system, and modernize the shops. As this is written in early October 1986, the chances for the survival of the commuter service are dicey. Rumors that the service has been saved from its latest financial problems are not well founded.

Here's the story. Ever since NICTD got involved with the South Shore in 1977, the service has enjoyed substantial increases in ridership and revenues. At the present time, ridership is at its highest point in 20 years (1985 patronage was just slightly under 3,000,000 annual riders) and passenger revenues are at an all-time high. Unfortunately, the cost of providing the service has been rising faster than NICTD's ability to pay for it. The cutbacks in federal operating aid under the Reagan Administration were a major part of the problem. Insurance costs have skyrocketed in the last few years, and the personal liability claims for the head-on collision of two South Shore trains in Gary in January 1985 were substantial blows. Finally, the railroad's costs are rising faster than NICTD can ever hope to pay for under its present sources of revenue. In addition to fares and federal aid, NICTD receives money from various state sources. All of it still falls short of the amount of money needed to sustain the current level of service, much less make service improvements.

Recognizing our financial plight, we sought powers from the 1986 Indiana General Assembly to impose a tax on the four-country area of Northwest Indiana served by the South Shore Line and covered by the NICTD District. Instead of a tax, the General Assembly gave us the permission to ask the Public Deposit Insurance Fund of Indiana (PDIF) for a loan of $2.6 million and created a Legislative Study Commission to review the NICTD/South Shore situation and make recommendations to the 1987 General Assembly.

The deliberations of the Study Commission went on over the summer of 1986, and the money got short; in August NICTD began the process of removing 20 of the 37 daily South Shore trains and eliminating all service east of Michigan City and all weekend and holiday service. This was not a matter of choice but a matter forced on us by the fiscal situation and the need to save at least a million dollars in costs. The NICTD money is important to the South Shore for its own cash flow purposes and in order to pay off the principal and interest on the money borrowed by the new owners to buy the railroad from the Chessie System in 1984. At the NICTD train-off hearings on August 28, 1986, the South Shore management approached the NICTD board and proposed what is, in effect, a fixed-price contact at a sum that NICTD can afford to pay for 1986 and the extension of this contract until the end of the 1987 General Assembly.

NICTD agreed to this and, thanks to getting the loan from the PDIF, was able to keep its part of the bargain, which is to pay the South Shore enough money by September 30 and October 31 to bring the District current on its account and contract on the amount agreed upon. According to an agreement between NICTD and South Shore signed on September 22, 1986, current levels of service will continue until the end of the General Assembly session.

The financial problems have not gone away; indeed, NICTD is in worse shape now because we have to repay the loan, with interest, starting in 1988. As a result, NICTD has not stopped the process of removing trains; we have merely advanced the date to April 15, 1987. There is every expectation that the South Shore Railroad will petition for total discontinuation of Shouth Shore passenger service on May 1. NICTD will work to retain an affordable level of service.

The position of the State of Indiana is that additional public money must come from local sources, but NICTD does not have local taxing powers at present. Both the train cuts and the effort to eliminate all passenger service will occur unless the Indiana General Assembly provides some sort of local taxing powers to NICTD to increase its revenues. There is a very good chance that the Indiana General Assembly will not do anything to help NICTD; as might be expected, local government in economically depressed Northwest Indiana is not eager to raise taxes. If there is no taxing power granted, South Shore service will then have to be cut back to a level that NICTD can afford to pay. All changes or improvements in service are, of course, on hold until the situation is finally settled.

On to Owings Mills!

The Baltimore Rapid Transit System has been pushing onward now for a number of years. Silas Warner writes to say that he lives within sight of the future Owings Mills terminal. As of late February 1986, grading, roadbed and station structures were complete all along the extension except for the roadbed work on the final mile into the Owings Mills stantion. Track has been laid from the Red Run viaduct, which is about a mile from Owings Mills station, to the inner end of the Northwest Expressway, which is about 1000 yards from the Old Court Road station. All welded rail laid on concrete ties is the order of the day here. The Western Maryland brings rails and ties into the siding at Owings Mills, from which they are trucked to the track-laying site. Oddly enough, the subway cars are delivered by truck from Philadelphia, even though the Wabash Avenue

BY GEORGE M. SMERK

South Shore again.

subway yards are bordered by the Western Maryland tracks.

Work continues in the median of the expressway, including digging up the right-of-way to place concrete drain tiles and pre-cast vaults. At Owings Mills there will be a 3500-space parking lot.

The station is about a half mile east of a very complicated interchange of highways which includes ramps that come in from the eastbound expressway lanes and then diverge to a parking lot or to a kiss-and-ride area located in a tunnel directly under the tracks. An extensive system of feeder buses is scheduled to be operated into two platforms on the north and south sides of the station. The county is going to push to concentrate the whole area's development in Owings MIlls and a major shopping center is under construction next to the station.

Rio Vista Junction

An early victim of the insurance crisis last spring when it was unable to get $2 million liability coverage to operate its portion of trackage on Union Pacific property, the Western Railway Museum at Rio Vista Junction near San Francisco was finally able to secure a $6 million policy and resume full operation in mid-summer of 1986. With operations back to normal, they have announced a $1.5 million fund-raising drive to construct a Visitor and Archive Center that will resemble a mission-style station. The archive wing will house the museum's impressive document and photographic negative collection in a temperature and humidity controlled environment with a fire suppression system. Civic and railroad leaders are serving on the honorary finance committee headed up by Benjamin F. Biaggini. The 12,500-square-foot building is expected to be completed in 1988.

Cleveland Report

When the original Cleveland Rapid Transit System opened early in 1955, the east-west heavy rail line, now called the "Red Line," was the first new rapid transit system to be built in the United States in about a half century. More than 30 years have passed and considerable upgrading of the line and its equipment is necessary, especially because Red Line traffic at 20,000 riders a day is only about half what it was a decade ago.

As readers of this column know, the capital improvement program has totally renovated the former Shaker Heights Rapid Transit light rail lines—rebuilding the track structure and overhead and supplying it with new light rail cars. Now the upgrading of the Red Line is well in hand. Tokyu Car Company has supplied 60 new stainless steel cars. Forty of these cars are of single-ended layout and usually operate in pairs. The 20 remaining cars are double-ended to be used as single cars in off-peak times. All of the old St. Louis Car Company blue cars (as I think of them) are now out of service. The 1968-vintage Pullman Standard "Airporter" cars are being used as a reserve fleet.

The improvements also embrace rebuilding the track structure, including reballasting and resurfacing. The entire track program should be completed during 1986, and 1987 will see a program to begin to renew the catenary. Resignaling projects will also soon be under way. There are 18 stations on the Red Line, and each one of them is to undergo either a major renovation or be totally replaced over the next decade. Some of these stations will have their locations changed to better fit in with the Cleveland bus system.

Those familiar with Cleveland will remember there is only one downtown station: Cleveland Union Terminal at the Public Square. For years there have been tentative plans to bring rapid transit to the rest of the heart of downtown Cleveland. This may be carried out; in any event, planning for it will contine. Long-range plans are also examining extensions of the rapid transit line to the east and to the west into areas where there has been heavy suburban development since the original completion of the line.

The San Francisco Region

BART riders were asked their opinion of the internal features of the new C cars. One show car, incorporating the features of the four prototypes, was shown to the public on May 8, 1986, and again on May 20 at the 12th Street-City Center Station in downtown Oakland. Different seating arrangements are involved. Also tested is a design with longer handrails for standing commuters and something new for BART: stanchions centered in the aisle near the door.

The first 48 of the 150 C cars are scheduled

WESTERN RAILWAY MUSEUM

THE WESTERN RAILWAY MUSEUM at Rio Vista Junction in California has started a fund-raising campaign for this new Visitor's Center which will include a climate-controlled archive wing, main exhibit hall, auditorium and bookstore in classic mission-style architecture.

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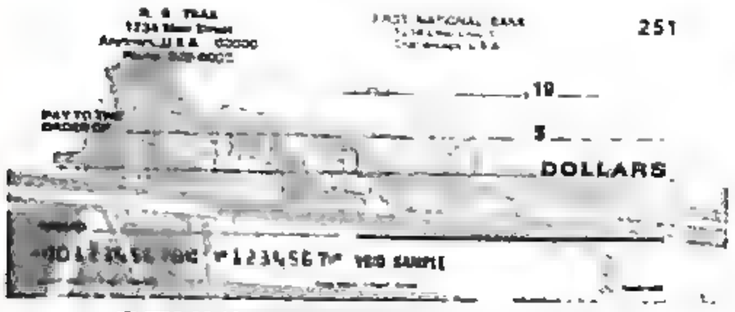

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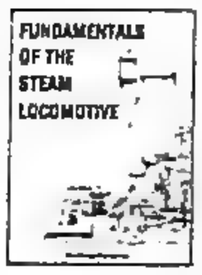

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Transit Currents

for delivery in April 1987. It is expected that the remaining 102 cars will be delivered by September 1988, bringing BART's total fleet of cars to 589. The builder of the new cars is Soferval, a French constructor of railroad equipment. The basic aluminum shell, trucks, electrical wiring, rugs, seats and air compressor plumbing will be manufacturered and installed in France. The final assembly of the new cars is being carried out at the Soferval plant in Union City, California. With the new cars, BART will be able to increase the number of trains in service from the present maximum of 43 to 54. This will permit headways to be reduced to about three minutes by the fall of 1988.

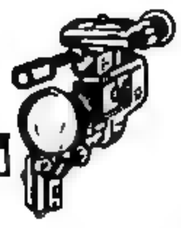
April 1986 saw new light rail cars unveiled in San Jose for the Santa Clara County light rail system. The cars are manufactured by the Urban Transportation Development Corporation in Thunder Bay, Ontario. They will be shipped to San Jose for assembly into finished products by the San Jose Steel Company. Two cars will be assembled completely in Canada for early testing at the test track in Pueblo, Colorado, and Philadelphia. September 1986 will see the first of the finished cars delivered to the San Jose light rail maintenance facility for testing and debugging. All 50 cars are to be completed by August 1987.

The double-ended cars are 89 feet long, possess seating for 75 people and have an estimated total capacity with standees of 167 riders each. Running in three-car trains, they can reach 55 m.p.h. The cars weigh 46 tons empty.

The BART board of directors gave unofficial support on April 24, 1986, to expanding the rapid transit system. The informal vote was important in pushing the expansion of the system to San Jose during the 1990s. This is expected to cost about a billion dollar.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Videos



"Life Begins at Forty," by Hopewell Productions, 70 Rocky Ledge Drive, Struthers, OH 44471. 55-minute videocassette (VHS, VHS-HQ, Beta or Super Beta), $39.95 postpaid, VISA or MasterCard accepted.

When I received this tape, my first reaction was a big "ho-hum, here we go with another re-hash of 765." I should have known better, with the Hopewell label on the jacket. It is totally in character with Hopewell's usual high standards of production, photography, story line and soundtrack all wound around a most photogenic subject: Ft. Wayne's Nickel Plate 2-8-4 765.

The 765 has just attained her fortieth year—hence, the title—and the tape begins with a quick summary of her rebirth as an excursion engine. Then on to business. The 1984 doubleheader with N&W streamlined 4-8-4 611 is shown under a "Kodachrome sky" with runbys, good in-cab shots and great aerials capturing the flashing drivers of both engines. The whistles of both engines enliven the fine audio track.

In addition to the obligatory fast-paced action (of which there is plenty), this tape gives us a look at the people and workings of a modern-day excursion engine. A split-screen technique demonstrates how the engineer and fireman work as a team on the road, and we get an inside look at some heavy and light maintenance work, narrated by members of the crew.

Back on the road, there is a "something for everyone" sampling of the various railroads on which the 765 has operated including Conrail, N&W, C&O, L&N and Nickel Plate, not to mention a pose with Whitewater Valley's little 2-6-2. The vast majority of this is in perfect weather, though a bit of rain does sneak in on the C&O to contribute glistening rail and slipping drivers.

This tape was originally advertised at $59.95, but in late 1986 Hopewell took advantage of some in-house economies and a drop in the cost of blank tapes to reduce the prices of its entire line of tapes. "Life Begins at Forty" now sells for $39.95. It's the best of both worlds when you can get the finest quality at a new, low price. It definitely merits giving their free 32-page catalog another look—AL DI CENSO.

"Alcos, Iron Ore and More," by Mark I Video, P.O. Box 404, New Milford, NJ 07646. 60-minute videocassette (VHS, Beta or Super Beta), $59.95 postpaid.

When I was asked to review this tape, my only question was, "Sure, what's it about?" The answer is the title. "Alcos, Iron Ore and More" is the videotape record of a trip R&R Editor Jim Boyd and Mark I's Marc Balkin made to the iron ore country of Upper Michigan in July 1985 (described in the November 1985 MARKERS). The tape opens with Boyd on camera introducing the trip and continues with his narration throughout. The action begins with a pace of a C&NW C628: it's all here, perfect morning sunlight, good sound and Alco smoke. Then it's up to Escanaba for some C628 action in the ore yard before heading west to catch the Escanaba & Lake Superior working a log-loading site out in the woods with two very different Baldwins. An orange S12 switcher rasps out Baldwin sound (complete with a one-note honker airhorn) as it switches modern skeleton log cars after receiving a jump-start for its dead batteries from The World's Cleanest Baldwin, RS12 300 in the new GN-inspired green and orange. The 300 is followed back toward Escanaba with a pacing sequence that is clear

BY GEORGE M. SMERK

lars by the turn of the century. Santa Clara County has a half-cent sales tax for transit projects, so it can provide needed funding for the rail extension. The three current BART counties (San Francisco, Alameda and Contra Costa) don't have money for expansion at the present time; their half-cent sales tax was used to build and support the current BART system.

Both Santa Clara and San Mateo Counties are trying to figure a way out of having to buy into BART by simply contracting with BART rather than joining the district. This would allow those counties to pay less than their full share of BART costs; the legislation that created BART required counties that joined later to pay for a share of what was already built as well as pay for their part of any extension.

The general plan now calls for extending BART from Fremont through Milpitas to downtown San Jose at the Caltrain Station on Cahill Street. March 1986 saw a federal grant of $672,000 given toward what will be a $1.5 million detailed study of BART and other transportation alternatives. Tom McGarry sent the news.

and rock-steady, though a tad lengthy—imagine complaining about *too much* of a shiny GN-colored Baldwin in 1985!

From lumber-toting Baldwins, the next day finds us with ore-hauling Alcos on the Lake Superior & Ishpeming. This was the part of the tape I really couldn't quite believe. My personal kick in railfanning is diesels, and lashups like these just don't happen on one trip! Though Boyd assures me that they arrived unannounced and the tape is a straight chronological documentation of the action, the power combos of six-motor Alcos and GEs almost look like the LS&I knew someone was coming and shuffled the ready track to reflect exactly what any visiting railfan would want to see. There were trios of DL702s, mixes of Alcos and GEs in the old maroon and new green and a pair of Alligators with a U25C perfectly matched in the newest brilliant red livery (that set was worth the price of the tape in itself). During brief lulls in the LS&I action, the C&NW conviveniently showed up with trios of C628s on their own ore trains.

Some nice views of C&NW's ex-NYC RS32s working side-by-side on opposing yard leads in Green Bay include some excellent smoke and Alco sound. The tape wraps up with the only Green Bay & Western action in town that day, a home-chopped RS11 working the yard and then being paced through the city streets en route to the C&NW interchange.

The overall production of this tape is excellent, with good narration and live sound and expert camera work and editing, complete with maps and appropriate computer-generated on-screen graphics. Balkin and Boyd had one of those trips that you dream about but seldom have work out—three days of superb action and great weather. This tape will be a pleasure to watch, and watch often—MIKE RUDINSKY.

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Railnews

NEW YORK CENTRAL In September 1986 Orion Pictures spent three weeks filming inside New York's Grand Central Terminal for a movie tentatively titled "Sullivan Street," an adventure/love story set in 1951 about an FBI investigation of Nazis and Communist sympathizers in the McCarthy Era. Scheduled for release in March 1987, it stars Kelly McGillis (who tongue-wrestled Tom Cruise in "Top Gun") and Jeff Daniels ("Purple Rose of Cairo") and is directed by Peter Yates ("The Deep"). Portions of GCT were back-dated for interior shooting, with period facades covering up some of the contemporary backdrops, like the Metro-North FL9 on the huge Kodak mural. Four tracks on the west end of the lower level were used for shooting the train scenes, which included a full stainless steel consist dubbed the *Chicago Express* in NYC livery, complete with the red boarding carpet on the platform. All equipment within camera range was relettered NYC, and T3a motor 278 in lightning stripes and S1 motor 100 in black, both owned by the Mohawk & Hudson Chapter NRHS, were brought down from Albany for the filming (see page 2). The filming included much work inside the diner, lounge car and sleepers. From what we can tell, they don't blow up the train in this one, although one bad guy takes a three-story fall from a window ledge in the GCT waiting room.

MORE NYC One of the feature attractions of the November 1, 1986, Railfan Day on the Valley Railroad at Essex, Conn., will be New York Central lighting-striped E9 4096. Originally Union Pacific 912, the unit was acquired from the scrapper in New Haven as Amtrak 417 in February 1985. The third-to-the-last E-unit built, the 4096 is the newest E-unit in existence, as her two newer sisters have been scrapped. She has two 645 prime movers installed by the Milwaukee Road for Amtrak in 1974 but no traction motors; though not now capable of operation under power, future plans call for her to become fully serviceable. Cosmetic alterations include a newly-fabricated EMD passenger pilot. The number 4096 was chosen because it is one higher than the NYC's last E-unit, 4095.

THE GLOSTER SOUTHERN RAILWAY On August 5, 1986, the Gloster Southern Railway, a new subsidiary of Georgia-Pacific, made its first run on 35 miles of the old Yazoo & Mississippi Valley (ICRR/ICG) between Slaughter, Louisiana, and Gloster, Mississippi. The track had been abandoned by the ICG on May 1, 1985, and was once part of the well-maintained and heavily-trafficked Memphis to Baton Rouge secondary main line. Consequently, Gloster Southern benefits from 30 miles of 112-lb. welded rail, with the remainder being 90-lb. jointed rail.

Power for the new railroad (reporting marks GLSR) consists of two ex-Santa Fe CF7s handsomely painted in the green and white used on other G-P lines (Ashley, Drew & Northern and Fordyce & Princeton). Santa Fe 2487 became GLSR 1501, and AT&SF 2612 became the 1502. Forty nine woodchip hoppers were purchased from the Apache Railroad in Arizona and have been numbered GPMX 1300-1348. Additionally, 100 boxcars (GLSR 1500-1549 and 1600-1649) will be transferred from the AD&N. These cars will serve the big G-P plywood mill at Gloster, the line's only sizeable shipper. The mill is expected to ship 75-100 boxcars of plywood a month over the new line, along with over 100 cars of woodchips monthly for the G-P paper mill at Ferguson, Mississippi. The GLSR is expected to operate from Gloster south to the ICG connection at Slaughter on Monday, Wednesday and Friday—LOUIS SAILLARD.

N&W 4-6-2 CORRECTION On page 34 of the November '86 RAILNEWS we stated that Norfolk & Western 4-6-2 578 had been moved from the Ohio Railway Museum in Worthington, Oh., to the Norfolk Southern steam shop in Birmingham, Ala. That was completely incorrect. Although NS had expressed an interest in the 578, no agreement had ever been reached, and the 578 is still in her long-time home at Worthington with no immediate plans for sale, lease or operation.

H. L. BROADBELT The Baldwin Locomotive Works collection of builders photo negatives from 1860 through 1956 has been in the capable hands of H. L. Broadbelt for nearly three decades, and Mr. Broadbelt has done a magnificent job of supplying prints from them to railfans, publications and collectors during that time. In late 1986, however, the approximately 15,000-negative collection was sold to the Pennsylvania Historical Museum Commission, funded by a donation from the Friends of the Railroad Museum and a matching state grant. The collection has been moved to the Railroad Museum of Pennsylvania at Strasburg, where FRM volunteers will continue to print and sell the photos, with the proceeds going into a fund for equipment maintenance and acquisition. The museum also has the Tom Taber negative collection.

MT. CLARE JUNCTION The new home for C&O 2-6-6-6 1604, removed from Roanoke's Wasena Park last August (November '86 R&R page 36), will be "Mount Clare Junction," a 19-acre, $30 million shopping and office complex just west of the B&O Railroad Museum in Baltimore. A joint venture between Tennessee-based TSP Corp. and the Chessie System, the shopping and office complex will have a railroad and museum theme throughout and will incorporate protective covering for much of the museum equipment which is now outdoors and subject to harsh weather.

ATLANTIC COAST LINE On September 27, 1986, CSX employees used a specially-designed 48-wheel trailer to move ACL P5b 4-6-2 1504 from its display site in front of the old ACL headquarters building (now CSX Transportation headquarters) to the new convention center at the old Jacksonville Terminal, about 15 city blocks away. Since someone back in 1960 had "secured" the engine by welding its crossheads and other moving parts, the handsome USRA light Pacific had to be slid on greased rails onto the trailer. When the weight of the engine then bent the trailer, the 1504 was ultimately dragged over greased panel track to its destination—MAX WALLACE.

ELECTRO-MOTIVE When a brief financial hold halted the delivery of the first two dozen of 55 new SD60s for the Chicago & North Western in early September 1986, EMD took the opportunity to take some old fashioned publicity photos of the impressive four rows of brand new locomotives lined up behind the plant at La Grange, Ill. When the SD60s (8001-8055) go into service, they will release enough of the year-old SD50s (7000-7034) to permit the SD50s to be assigned to the Michigan ore lines, replacing the last U.S. main line fleet of six-motor Alcos, the ex-N&W high-nosed C628s.

THE KANSAS PACIFIC Union Pacific 4-8-4 8444 headed up the "Kansas Special" in late August across the old Kansas Pacific route from Denver to Topeka, celebrating 125 years of Kansas statehood. She was the first steam engine to traverse that line since the UP killed steam there in 1955. Following live display in Topeka, the 8444 returned to Cheyenne. She made two more outings in 1986: a trip to Green River for opening ceremonies for a new Chevron fertilizer plant on September 8-10 and a round trip to Omaha in early October for the annual River City Roundup. Both the 8444 and Challenger 3985 are presently in Cheyenne. The UP is negotiating with the two Denver railroad clubs for steam excursions in 1987, and initial plans call for the Rocky Club to run the 3985 in late May and the Intermountain Chapter to run the 8444 out of Denver in early October. The UP is unable to supply enough coaches to make up their usual big train, so it is expected that the trips will have to run with a smaller consist and limited capacity at a premium fare. Watch TIMETABLE for details when the trips are firmed up.

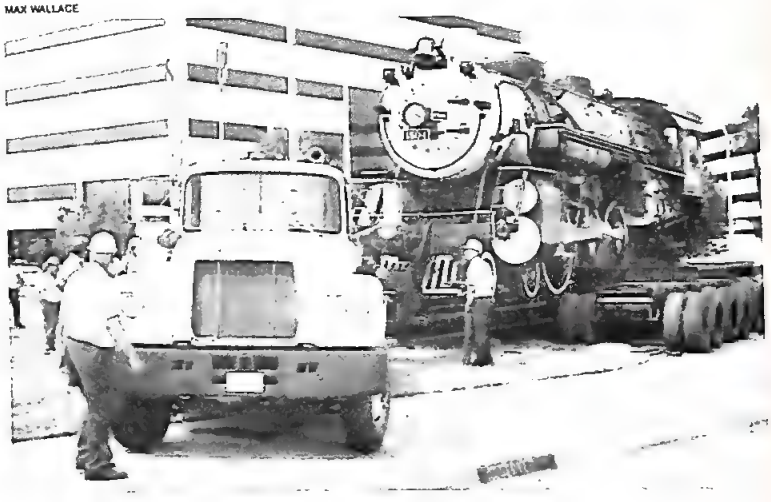
THE FIRST NYS&W The New York, Susquehanna & Western had been working throughout 1986 to reopen its old main line from Butler to Sparta Junction, New Jersey, to get its Sea-Land double-stack container trains off a contested segment of Conrail trackage rights and to remove them from conflict with N.J. Transit's commuter trains between Suffern, N.Y., and Passaic Junction, N.J. Much of the route had been unused since the early 1960s, and the entire line from Sparta Junction to the Sea-Land terminal at Little Ferry, N.J., was in need of extensive upgrading, including replacement of two bridges and heavy work on many others.

From Sparta Junction northward, the NYS&W operates the old Lehigh & Hudson River to Warwick, N.Y., where Conrail continues the connection through Maybrook to the old Erie main at Campbell Hall, N.Y. A new connecting track has been built at Sparta Junction to permit a direct L&HR to NYS&W eastbound move, and a new Conrail/Erie to L&HR connection at the north end is being studied to avoid an end-for-end move at Maybrook. Ironically, as rehabilitation work was under way on the L&HR north of Sparta Junction, from there south the line was being torn up, and there were NYS&W

EMD PHOTO

ELECTRO-MOTIVE took some publicity photos in early September 1986 when a temporary financial hold delayed delivery of 24 SD60s to the Chicago & North Western. Fifty five SD60s are joining 35 SD50s the C&NW received last year and will permit retirement of the last Alco C628s.

MAX WALLACE



ATLANTIC COAST LINE 4-6-2 1504 was loaded onto a special 48-wheel trailer (right) on September 27, 1986, for movement from its long-time home in front of the old ACL headquarters building in Jacksonville, Fla., to a new convention center at the former Jacksonville Terminal.

MT. CLARE JUNCTION, a shopping complex just west of the B&O Museum in Baltimore will be the new home of C&O 2-6-6-6 1604, shown (below) on September 21, 1986.

MARION J. ZYCH, JR.

JIM BOYD

JAMES P. BELL

NEW YORK CENTRAL obs 48 was starring in Orion's "Sullivan Street," filming in Grand Central Terminal on September 3. See page 2 for color views.

THE KANSAS PACIFIC route saw steam on August 29, 1986, as Union Pacific 4-8-4 8444 paused at Manhattan, Kansas.

ballast trains and a Conrail rail-removal train working within a few miles of each other on the same railroad at the same time.

The first NYS&W revenue train to traverse the new through route via Sparta Junction was SU-100 on October 15, 1986, with two ex-BN SD45s, the NYS&W dome-obs inspection car and 13 boxcars. Upon arrival at Passaic Junction, the SD45s and inspection car returned westward with a test consist of a loaded container flat and five-platform double-stack. Both trains made their runs without incident, as did the first full double-stack train which went eastward during the midnight hours of October 18-19. The eastbound stack train on the evening of the 19th, however, derailed just east of Butler, N.J., putting three five-platform stack cars on the ground and making headlines in the local newspapers (the wreck, incidentally, was on a portion of the railroad that had never been out of service and was in the midst of rehabilitation). Trackwork continues to upgrade the entire line to FRA Class 3, permitting 40 m.p.h. operation, as is already the case on the newly-reopened segment between the top of Sparta Mountain and Sparta Junction.

Meanwhile, get your Alco photos while you can. The days of the NYS&W C430s appear to be numbered as the railroad is negotiating with Burlington Northern for more SD45s and possibly F45s. As yet, none of the NYS&W's existing SD45s has been painted yellow.

STEAMTOWN NATIONAL HISTORIC SITE The omnibus appropriations bill passed by Congress just before adjournment in October included funding for a $20 million federal takeover of the museum property and equipment collection of Steamtown U.S.A. in Scranton, Pa. In a package pressed by Steamtown management through Republican Representative Joseph McDade, the yard and shop facility would come under the umbrella of the National Park Service. NPS Director William Penn Mott inspected the Steamtown site and put his support behind the project. (Mott had been involved with then-Governor Reagan in developing the California State Railroad Museum.) An initial grant of $8 million will be available in 1987 and is expected to be used to begin restoration of the roundhouse to provide indoor storage for the bulk of the equipment collection. The Park Service will in the meantime do an extensive survey of the site to devise a plan for future development.

Unfortunately, the federal deal comes too late to prevent a large portion of the old DL&W freight yard, which was to have been a display site in a natural railroad environment, from being turned into a parking lot for a shopping mall which is being built nearby. It will, however, remove the need to sell locomotives from the collection to underwrite the high start-up costs of the Scranton operation (recent transactions include sale of the British 4-4-0 *Repton* to an individual and CPR 4-6-0 1098 to George Hart, who already owns and operates sister engine 972 at Jim Thorpe, Pa.). The Steamtown Foundation will continue to operate the steam excursions to Moscow, Pa., and negotiations are under way to extend the service to tap the tourist region at Mt. Pocono. Stay tuned for developments.

ROARING FORK RAILROAD Election Day on November 4 will determine the immediate prospects for an ambitious plan being put forth by two Houston oilmen, Randy Parten and Noel McGaughey, to operate a daily 1950s streamliner between Denver's Stapleton Airport and downtown Aspen, Colorado. They need voter approval to encourage the city and county to authorize the restoration of seven miles of abandoned D&RGW trackage (now a popular nature trail) from Woody Creek into Aspen. They envision using UP trackage to connect a new Stapleton Airport rail terminal with the D&RGW main line, which would be used to run the train to Glenwood Springs and then up the Aspen branch. D&RGW motive power and crews would handle the train, made up of vintage streamliner equipment, including a number of former-*California Zephyr* dome cars recently purchased from the Alaska Railroad. We'll look at this in the March issue after the votes are in—CHIP SHERMAN.

N.J. TRANSIT In a surprise move following the very successful fantrips between Hoboken, N.J., and Port Jervis, N.Y., on August 2-3, N.J. Transit invited Andy Muller to bring his Blue Mountain & Reading 4-6-2 425 to its annual Hoboken Festival on September 27, along with his PRR E8s and the RCT&HS's Reading GP30 5513. While the diesels were displayed at the terminal on Saturday along with numerous NJT units, red GG1 4877 and a pair of Morristown & Erie Alcos, the Pacific was used on four short out-and-back passenger runs to Rutherford, N.J. On Sunday, September 28, the 425 was used on a one-way fantrip to Dover, N.J., where the passengers returned to Hoboken on an m.u. train and the 425 teamed up with the E8s and GP30 for the deadhead move back to Reading. NJT has reportedly invited the BM&R back for 1987.

BIG TREES & PACIFIC On October 12, 1985, the newly formed Big Trees & Pacific took posession of 8.5 miles of Southern Pacific's former Olympia Branch from Olympia, in Northern California's Santa Cruz Mountains, to the SP yard in the beach resort town of Santa Cruz, on the Pacific coast about 50 miles south of San Francisco. At the time of purchase (by the same company that owns the Roaring Camp & Big Trees tourist railroad) the Olympia line was severely washed out in a number of places from the torrential winter storms of 1983 that damaged much of Northern California. Because of the damage the new railroad could operate only 3.4 miles from Felton to Rincon and back.

On July 4, 1986, with little hoopla, the inaugural run of the train all the way to Santa Cruz from Felton was made. Summer 1986 operations were with a Whitcomb 45-ton diesel pulling two "vista-flats" (flatcars with wooden benches) and a wooden caboose purchased from the LS&I last summer.

The trains run from Roaring Camp (Felton) nine miles west to the SP's yard in Santa Cruz, passing through a short wooden tunnel and running down the middle of the street at 5 m.p.h. Through Labor Day, shuttle busses were available for patrons who wished to travel into town or to the Santa Cruz beach and boardwalk (the most popular on the California coast) as part of the ticket price.

The railroad recently purchased the entire passenger car fleet of the now-defunct Wolfeboro Rail Road, which includes three wooden-side arch-bar-trucked cars and two steel cars, painted in a modified VIA scheme. Before the cars could go into operation, however, larger power was needed. Southern Pacific low-nose GP9 3719 was delivered in July but was in such bad shape that it was rejected and returned to SP. On October 10, former Santa Fe CF7 2641 was delivered to the BT&P, and on October 12 it pulled the first run of the new passenger coaches. A second CF7 is expected in November and will be used with the 2641 in freight service (BT&P is a common carrier short line).

The cost of the 2½-hour ride through the beautiful redwood forest and San Lorenzo River Canyon of the Santa Cruz Mountains is $15.00 for adults and $7.50 for children.

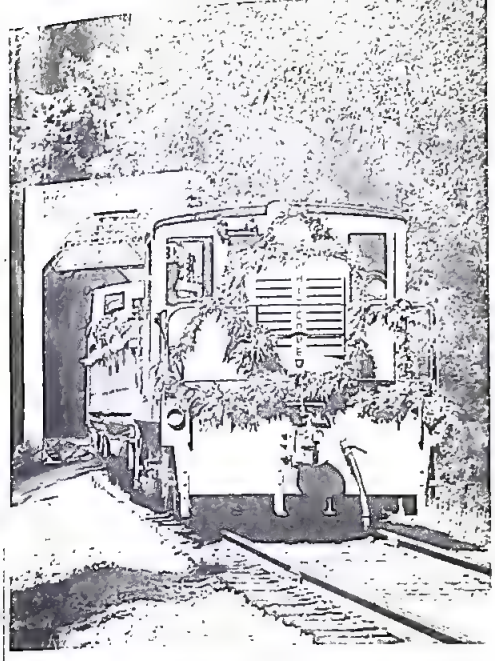
Meanwhile, the narrow gauge Roaring Camp & Big Trees purchased ex-Cherry Valley, ex-West Side Lumber three-truck Shay 7 in early 1986 and has been using the 1910-built 60-ton Lima during the summer tourist season. This is the second former West Side steamer to come to Roaring Camp, keeping company with West Side Heisler 3, now RC&BT 2, named the *Tuolumne*—KEN RATTENNE.

UPDATE ON GUILFORD Congressional action in late September 1986 averted renewed strike action against Guilford Transportation Industries by the Brotherhood of Maintenance of Way Employees (BMWE). A 60-day "cooling off" period which would have expired on July 21 had been extended to September 18. On September 9, Guilford rejected a Congressional advisory committee's recommendation to settle the dispute, which paved the way for a Federally-mandated settlement. Intervention occurred at labor's request, and the mandate was decidedly in the union's favor. This action defused a possible nationwide rail service disruption, though Guilford management clearly indicated its preference for taking a strike instead of being forced to accept and impliment a political settlement.

As of August 6, 1986, wage reductions had been instituted at Maine Central and Portland Terminal Company. Guilford is now forced to restore affected employees to full pay and is currently in the process of implimenting all particulars of the settlement pending efforts to test its legality. Said Guilford spokesman Dennis Coffey, "We will comply with the law."

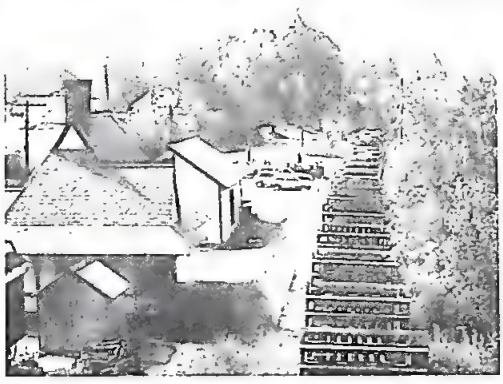
Guilford is preparing to try in court whether the Federal government has the legal right to impose a job action settlement on a private firm, a decision GTI believes it will win. If so, it will have sweeping ramifications on the entire industry.

Simultaneously, GTI is drawing up its own "Railroader Agreement" which, if implimented, would encompass all union personnel and eliminate employment class distinctions and arbitraries. According to Coffey, most workers affected would actually see a raise to



BIG TREES & PACIFIC ran its first tourist train on October 12, 1985, shown here on the San Lorenzo River bridge. In July 1986 they extended into Santa Cruz.

JIM BOYD



DAVID L. MORGAN

THE FIRST NYS&W revenue freight over the newly-reopened line from Butler to Sparta Junction, N.J., passed by the privately-owned depot at Newfoundland on October 15, 1986, behind two ex-BN SD45s. The following weekend the first Sea-Land double stack container trains went over the line (unfortunately for railfans, after dark). From Sparta Junction north to Warwick, N.Y., the NYS&W uses the former Lehigh & Hudson River and is upgrading that line, as well. Conrail, meanwhile, was salvaging the rail on the abandoned portion of the L&HR at Great Meadows (left) on October 9.

approximately $14 per hour as straight pay; he conceded that certain job classes which are now more highly paid would lose slightly. In the short run, further payroll reductions are likely, and there is union resistance. However, the hope is that reduced labor costs will enable GTI to attract business which it cannot now handle at a profit, and thus provide jobs for more workers in the long run.

The concept is not new. Similar arrangements have been hammered out at Providence & Worcester, Chicago Central and other regional carriers and short lines. But labor relations at Guilford are poor. One worker, who worked under contract for GTI in the Portland, area during the dark days of the strike, characterized employee morale months later as still "below zero." Under such conditions, observers question whether present management can amicably institute such an agreement.

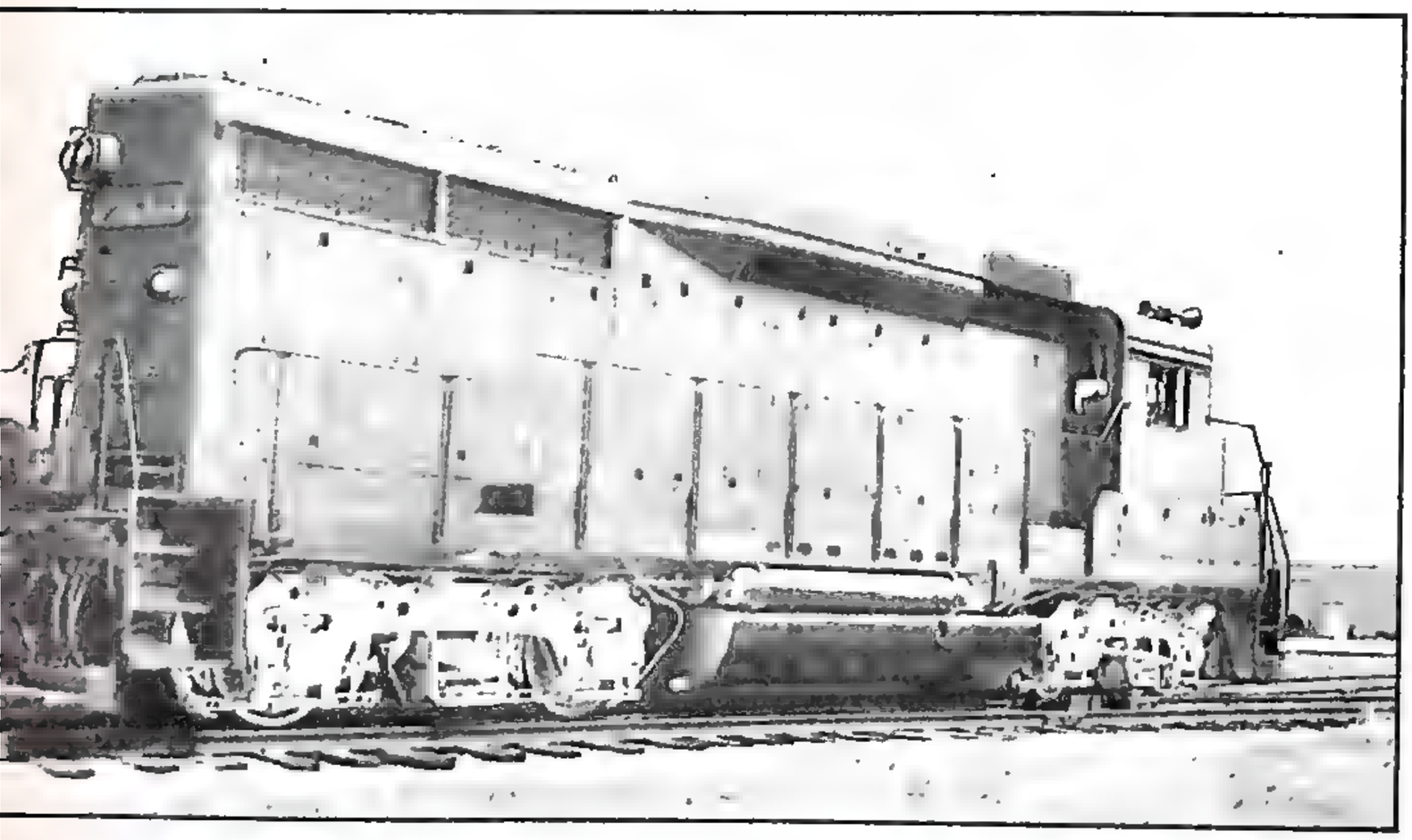
More fundamentally, GTI is far from alone in the industry with its pressing need to increase revenues and/or reduce costs. Clearly, its management chose to concentrate on the latter—a decision which could prove fatal. In terms of plant, few would disagree that the combiend D&H/BM/MEC had considerable excess capacity, with some routes badly underutilized. While railfans lament their demise or downgrading, the pragmatic observer only wonders how such lines as MEC's Mountain Subdivision and B&M's Connecticut River line held out as long as they did. Regarding operations and labor costs, however, Guilford's tactics have much less support. The system has noticeably discouraged certain traffic (discounting strike disruption effects, which cost the company dearly), particularly on branch lines. Service has deteriorated at the very time when cheap (approximately 50¢ per gallon) diesel fuel combined with the Northeast's extensive highway system have bolstered truck competition. GTI piggyback is virtually noncompetitive. On the D&H side, Conrail's service is often more attractive, hence GTI intermodal business is being lost to Conrail at Albany—if it leaves the highway at all. In fairness, however, Guilford's recent inquiries of its own customers revealed some reporting poor service, while others indicated that service was excellent. Guilford admits that its piggyback service is no match for Conrail's but maintains that its rates are competitive. Also, GTI claims it has offset some traffic losses with new business, particularly in the food and building materials areas.

But it is the labor issue which has received all the attention. Hardly anyone argues that Guilford's labor costs aren't out of line with the competition, but this observer, at least, characterizes the company's approach to its problem as confrontational. Guilford's final offer prior to Federal intervention was highlighted by an offer of 15% employee ownership in the company. The employees turned it down, sending a clear signal that investment without control wouldn't do. Privately, many key industry people in the region question whether Guilford can make any real progress on the issue without a change in top management and/or ownership.

Three important financial developments have surfaced during the turmoil. First, in mid-July, shortly before the first 60-day "cooling off" was to expire, Guilford pulled all B&M and MEC equipment (track machines, locomotives, etc.) off the Delaware & Hudson in preparation for a possible Chapter 11 bankruptcy filing for D&H. July 21 came and went with neither renewed strike activity nor a bankruptcy filing. Afterwards, company officials acknowledged that placing D&H in Chapter 11 could not be accomplished without adversely affecting B&M and MEC. Second, rumors began to fly in the spring that F.C. "Buck" Dumaine was seriously interested in buying all or part of the system (this was confirmed to this writer by a highly reliable source). Guilford Vice President Colin Pease emphatically stated, however, that no negotiations were initiated, and other officials have downplayed the significance of the activity. Third, the Massachusetts Bay Transportation Authority (MBTA) announced on September 25, 1986, it would proceed with negotiations to award Amtrak a three-year contract to operate all MBTA commuter trains beginning January 1, 1987, when the present contract expires. Since the 1960s, Boston & Maine Corp. and the MBTA worked synergistically to maintain and then improve Boston's commuter rail services. For the past nine years B&M has also operated MBTA trains out of South Station as well, over former NYNH&H and Boston & Albany lines. This contract represented nearly half of B&M's annual operating revenues. With Amtrak taking over, B&M's involvement in passenger service, which dates back to the last century, will come to an end. Although Guilford did submit a proposal to continue operating the MBTA trains, MBTA insiders indicated publicly and even more emphatically in private that "T" management had become disenchanted with Guilford due to severe service disruptions which resulted from its labor dispute. By July, it was clear to those who were listening that Guilford was not going to be awarded the MBTA contract.

Having made no real progress reducing labor costs and faced with traffic losses due to the disruptive effects of the strike, some of which will likely be permanent, Guilford faces an uncertain future. Marketing and sales personnel are openly distressed by the system's inability to attract business, though on the whole they understand the company's need to cut labor costs. Whether Mr. Mellon will throw in the towel and sell out is speculatory. Since few parties are likely to be interested, Guilford seems to have few options but to try again at reducing costs and making progress at building back business toward pre-strike levels—GREG NAZAROW. ⊂

THE FIRST GP30, number 5629, was built in early 1961. This earliest view (below) shows trim strips on the dynamic blister that were removed (right) before painting into UP colors.



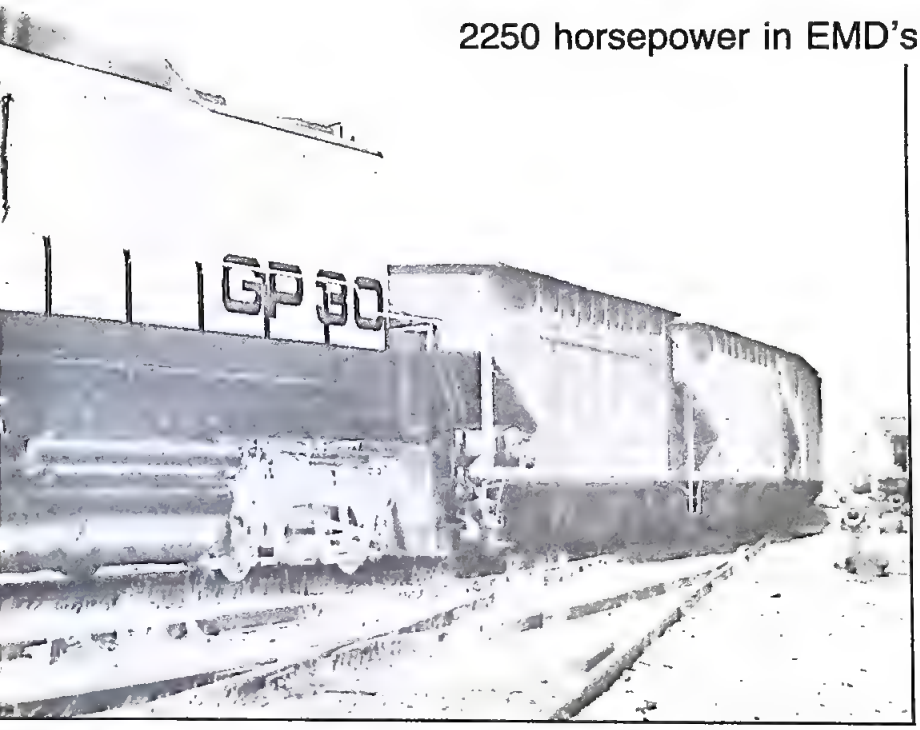
the GP30 story

To begin with, it was supposed to have been a GP22. Developed at a time when General Motors automobiles were sporting wings, portholes, massive chrome bumpers and tail light assemblies which consumed enough power to drive a traction motor, the "styling" of the GM Electro-Motive Division GP30 seemed strangely appropriate for its moment in history. It didn't look quite like anything which preceeded or followed it. Like a page of a book printed on a different color of paper to provide a contrast in the midst of uniformity, the GP30s stand out blatantly among all those other diesels that "look alike." They clearly divide the styling and the physical arrangement of the first generation of EMD "Geeps" which helped to dieselize the last of the steam railroads, from the later units which took Electro-Motive through the horsepower race and into the age of solid state electronics. The GP30s are similar to both groups, but also different from both, exhibiting a distinctive styling which was not practical or affordable in later production.

A four-motor road freight unit which developed 2250 h.p. from a turbocharged 16-cylinder 567D3 engine, the GP30 was introduced in mid-1961, and a total of 948 units were produced through late 1963. Although it was in production for only a little over two years, the GP30 was a very popular model, selling to 27 different customers which included most of the large U.S. systems, numerous smaller railroads, one industial line and the Canadian Pacific. With these unusual units having now achieved the 25-year-old mark, which usually signals the demise of most diesel locomotive models, it seems an appropriate time to look at what happened to the GP22.

The GP30 Story

2250 horsepower in EMD's most distinctive carbody.

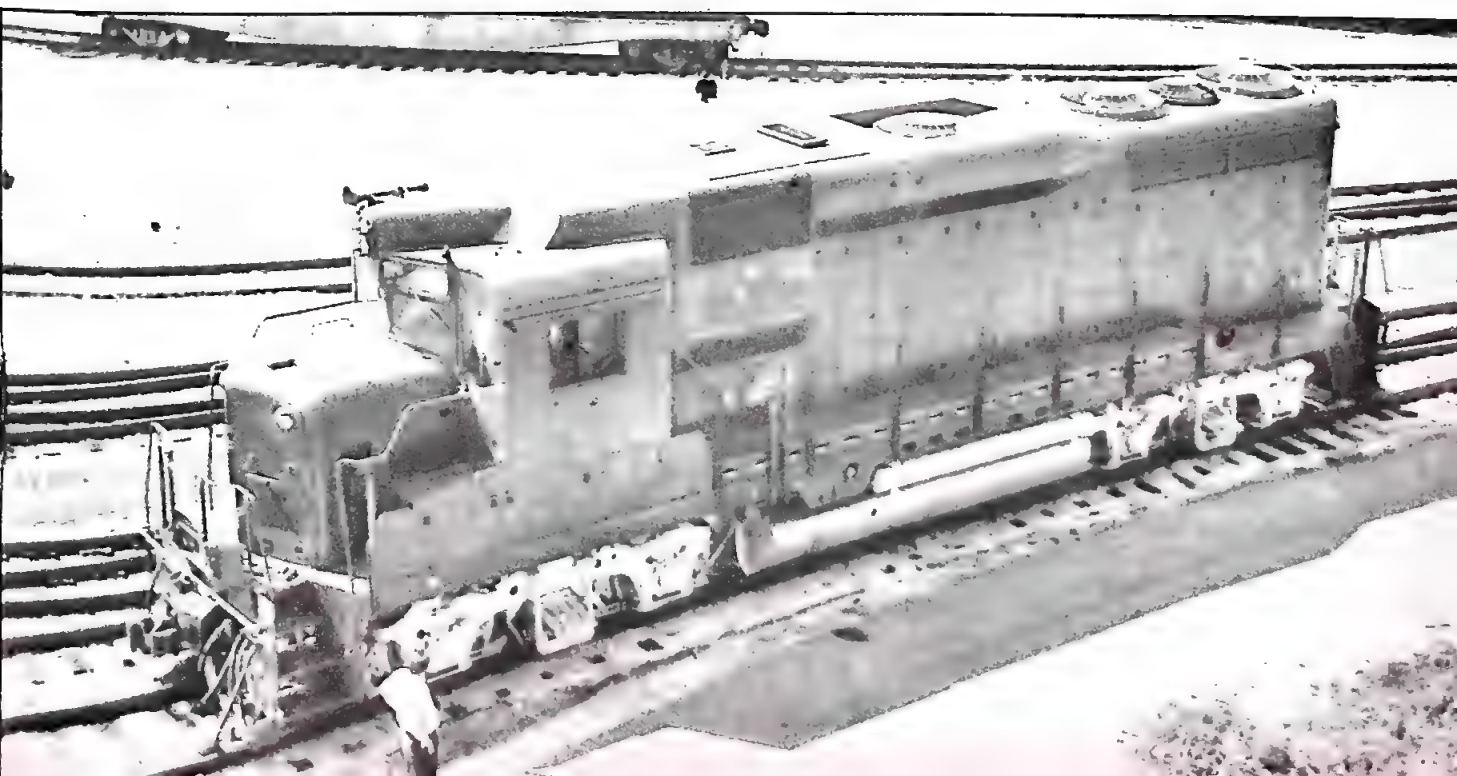


THREE PHOTOS EMD

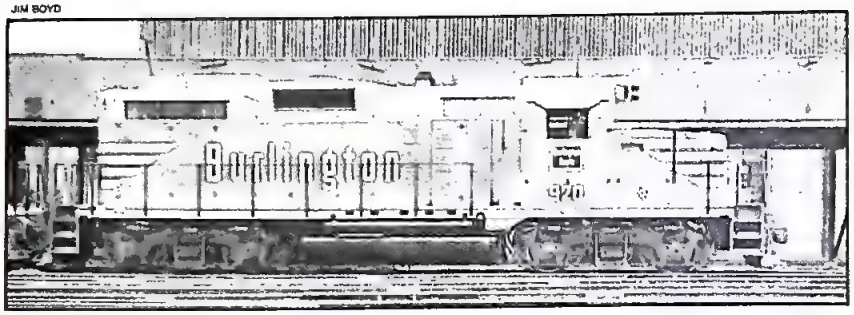
by Win Cuisinier

The market situation

The introduction of the General Electric 2500-h.p. U25B to the domestic rail market, as demonstrators in 1959 and production locomotives in 1960, put EMD at a substantial disadvantage in both horsepower rating and technical features. Alco, EMD's other major competitor, was marketing as their comparable four-axle units the 1800-h.p. RS11 (DL701), which had been introduced in early 1956, and the 2400-horsepower RS27 (DL640), introduced in December 1959. Both of the Alcos had mechanical and electrical technology generally on a par with the EMD roots-blower-engined GP9 (produced until December 1959) and the GP18 which followed it. The turbocharged GP20, which was introduced in late 1959 with the GP18, was the first four-motor model to make use of EMD's engine-driven turbocharger (the EMD turbo first appeared on the SD24 in mid-1958). The GP20 provided a 200 h.p. advantage over the GP18 but otherwise closely followed the general layout and systems arrangement which had been passed along from the original GP7. (The "general layout" feature incorporated into the GP20 that was rendered obsolete by the U25B was its traction motor cooling and engine breathing air system. The GP20 had individual electrically-driven traction motor blowers over each motor that drew air from within the carbody. Outside air was drawn into the carbody through louvers in the doors and sides which had filter panels mounted inside them. This meant that the locomotive was constantly trying to "suck in" dirt from the outside around the cracks in the doors and everywhere else to supply the traction motor blowers and engine in-



JIM BOYD



take air.) The GP20 was also at a distinct horsepower disadvantage to both the GE U25B and Alco RS27.

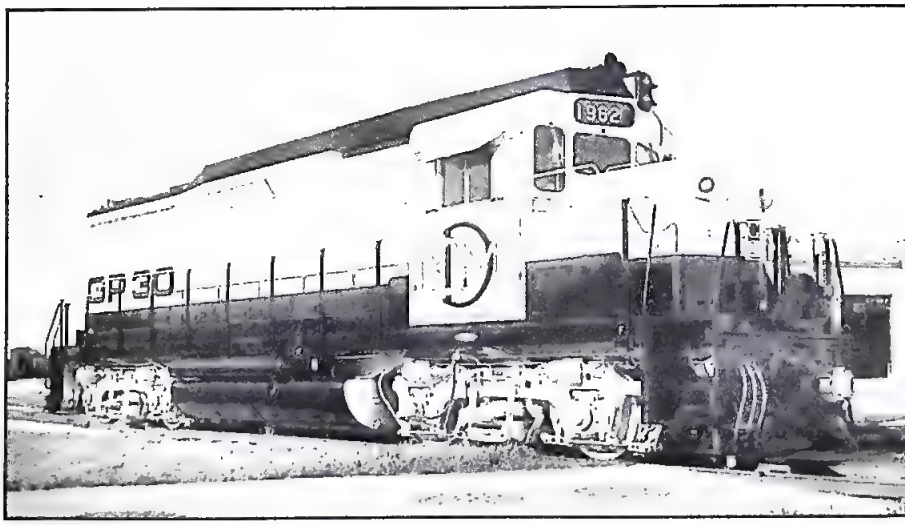
EMD had enjoyed the majority share of the business generated by the rapid dieselization in the postwar period, but by 1959 there were no more large markets for diesels as replacements for steam power. The emphasis had shifted toward the development of higher horsepower diesels, which could provide higher train speeds with a given number of units in a consist or maintain a desired schedule with fewer units (providing that extreme grades and long periods operating below minimum continuous speed were not encountered). High horsepower diesels were particularly desirable in view of the development of a variety of freight cars having very large frontal areas (trailer vans, high cubes, etc.) which extended above most other cars in the train and could add substantially to the wind resistance at higher operating speeds. The horsepower advantage enjoyed by the U25B and the RS27 over the GP20 put EMD in an uncomfortable situation commercially and dictated that higher horsepower output would be a major factor in EMD's new design programs.

The U25B in particular presented a challenge for EMD designers to counter. The GE unit adopted a sealed carbody with a central air intake feeding the cooling air to the traction motors and auxiliary equipment, and with inertial filters cleaning the air passing through the central air delivery duct to the traction motors. (In the GE unit, the inertial filters had groups of small rotary-flow inertial separators, which caused the clean air to flow through the center of the separator while the heavier dirt particles were carried by centrifugal force to the outside of the airstream and expelled through openings in the bottom of the duct.) Contrary to many published reports, the U25B was not the first locomotive to employ central air distribution or use inertial filters, however. One interesting previous example of this technology was a group of DRS6-4-1500 roadswitchers built by Baldwin for service in Morocco and Algeria in 1947. The Baldwin units had sealed carbody doors equipped with felt gasket strips. Putting the cab at the extreme end of the unit like a switch engine provided space in the carbody for a mechanical rotocyclone inertial filter. The air for combustion passed through a second stage of filtration on entering the engine. The entire arrangement was remarkably similar to the systems which would be adopted by GE, EMD and Alco more than a dozen years later, beginning with the U25B.

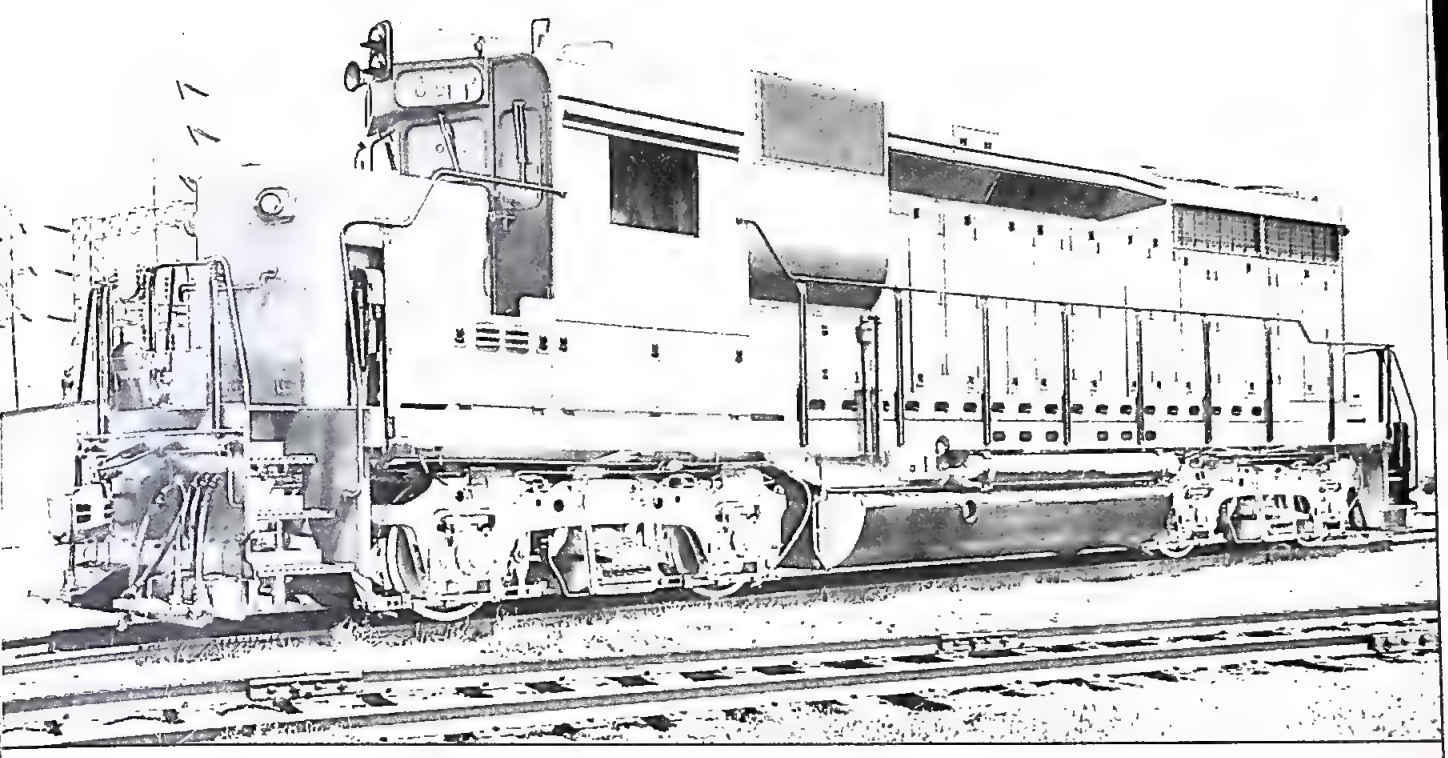
Development of the GP30

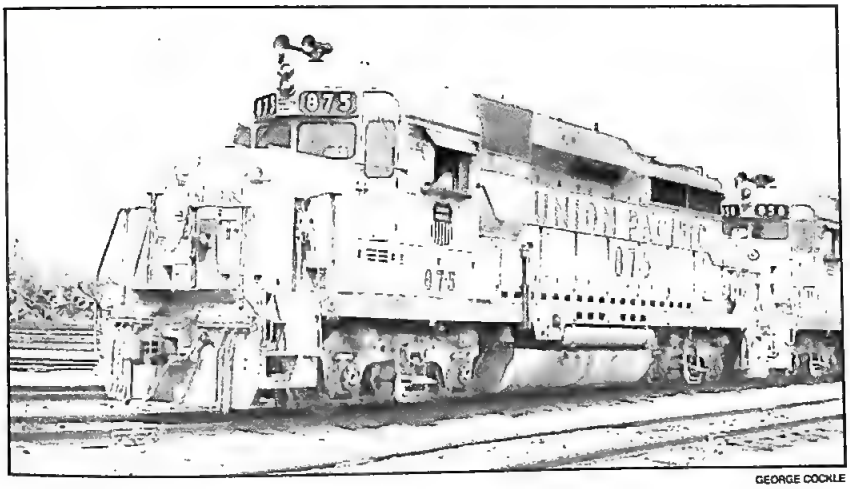
Locomotive development is a continuing process even when a manufacturer has a generally acceptable model on the market, but the process tends to be accelerated when a manufacturer perceives that its position in the market is being challenged. In any kind of manufacturing business, reasons for initiating a re-design or proceeding to a new design generally fall into only a few categories: (a) The need to enter a new market area; (b) the need to fix a problem; (c) the need to reduce costs, either to realize a larger profit or to reduce the selling price in order to increase sales volume or; (d) the need to counter advances made by a competitor. The latter reason seems to have been the major factor in the development of the successor to the GP20. While the competition provided by Alco was certainly not being ignored by EMD, the most immediate threat seems to have been posed by the design advances in the U25B. The interval between the November 1959 introduction of the GP20 and the July 1961 introduction of the GP22 (which by that time had been re-designated the GP30) was one of the shortest development intervals (20 months) between succeeding EMD locomotive models. The urgency of the horsepower race is further emphasized by the similarly short intervals between the introduction of GP30 and the GP35 (27 months) and between the GP35 and the GP40 (26 months), as EMD strove to obtain successively higher horsepower outputs from the 567D series prime movers. EMD eventually took the lead in the horsepower race with the development of its 645 engine for the GP40. Alco, struggling uphill against serious problems within its

GP30 5629 had the unique cab-top cowling, curved air compartment bulge and oval cutouts along its frame. After factory primer (right) it was given UP colors for three months of road tests before returning to La Grange to get standard brow styling, new colors (below) and number 1962. It later became UP 875, shown (below right) on May 2, 1982. It was scrapped in late 1983. Compare details with the CB&Q GP20 (above).



TWO PHOTOS EMD





GEORGE COCKLE

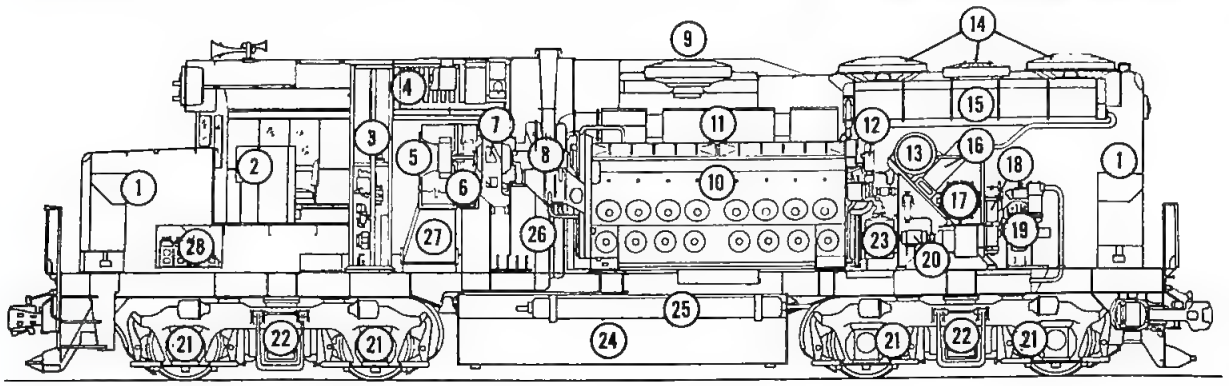
own organization and the undesirable situation created by the need to purchase major components from GE, did not counter GE and EMD's moves until the introduction of the Century Series in April 1963.

The design project to develop a 2250-h.p. successor to the GP20 resulted in the Engineering Department's tentative model designation "GP22." This was consistent with the models then in the catalog: the 2400-h.p. SD24, 2000-h.p. GP20 and 1800-h.p. GP18 and SD18. A substantial portion of the early documentation of the model carried the GP22 designation, but by the time the first locomotive was built, it was the GP30.

What happened to the GP22?

The GP22 model designation fell victim to commerical advantage. It is bad enough to be at a disadvantage to your competition in a critical performance area such as horsepower rating, but you don't advertise the fact through a model designation based on that measure of the locomotive's output. The GP22 became the GP30 simply because the locomotive *had to have* a model number higher than the General Electric U25B, and the "30" was picked arbitrarily as being five more than the U25B and ten higher than the GP20. It is an interesting coincidence, however, that the advertising brochure for the locomotive listed "more than 30 improvements" over the GP20, which apparently led to a popular theory that the GP30 designation was selected on a basis of the "30 improvements."

The change from GP22 to GP30 involved *all* of the units; it was not a case of the demonstrator being a GP22 and all subsequent units being GP30s, as has occasionally been speculated. The GP30 demonstrator 5629 (bn 26613, built 7/61) was painted Union Pacific colors but remained unlettered. It had some carbody features that were distinctively different from all other GP30s. These included the cab-top "brow" being set back noticeably from the number boards, the left-side traction motor blower "bulge" curving inward about half way down the side from the top cowl, GP20-style classification lights and a series of oval cutouts in the frame behind the cab and over the fuel tank. The 5629 remained this way for only three months before returning to La Grange where it received the standard cab-top brow (although investigation years later revealed that the old structure was still inside and was just covered up with new sheet metal), was renumbered 1962 and painted in black, white and red demonstrator colors (see page 82). After a year on the road, it was sold to the UP, where it became the 875 and retained some of its unique features throughout its entire service life.



1. Sand Box
2. Loco. Controls
3. Electrical Cabinet
4. Dust Filter & Blower Motor
5. Traction Motor Blower
6. Generator Blower
7. Auxiliary Generator
8. Turbocharger
9. Grid Blower Motor
10. D3 Diesel Engine
11. Exhaust Manifold
12. Governor
13. Engine Water Tank
14. Engine Cooling Fans
15. Radiators
16. Lube Oil Cooler
17. Lube Oil Filter
18. Fuel Filter
19. Air Compressor
20. Fuel Pump
21. Traction Motors
22. Truck
23. Lube Oil Strainer
24. Fuel Tank
25. Air Reservoir
26. Main Generator & Alternator
27. Traction Motor Air Duct
28. Batteries

GENERAL ARRANGEMENT

EMD

Appearance features

The distinctive appearance of the GP30 was a result of the arrangement of several major internal components and was heavily influenced by the desire to incorporate these elements into the design in an integrated fashion. For reasons which will be more fully explained in the discussion of the locomotive's electrical features, the GP30 had a much larger electrical cabinet than its predecessors. The cabinet, which forms the back wall of the cab, was actually too high for the existing roofline of the GP-type locomotive, and the streamlined housing which extends out over the center of the cab was a necessary feature to allow room inside the cab to open the electrical cabinet doors and reach the components mounted in the top of the cabinet. The height of the housing also provided clearance behind the electrical cabinet for mounting the inertial filter assembly in the central air compartment high enough to allow room for the equipment blower and the engine air filters beneath it.

The streamlining of the housing was largely a consequence of the times and a reflection on EMD's status as part of General Motors. If the GP30 had been built 20 years later, there would likely have been some prominent humps in the roof rather than a streamlined housing.

The GP30 is one of the most aerodynamically advanced hood locomotive designs, a fact not fully appreciated until the wedge windshield arrangement was re-introduced on the GP60 demonstrators almost 25 years later. It should also be noted that at the time the GP30

TWO PHOTOS, EMD

THE TALL ELECTRICAL CABINET protruding above the roofline dictated the distinctive GP30 cab-top styling. Note how the heater crowds 5629's seats, prompting the Phase II enlargement.

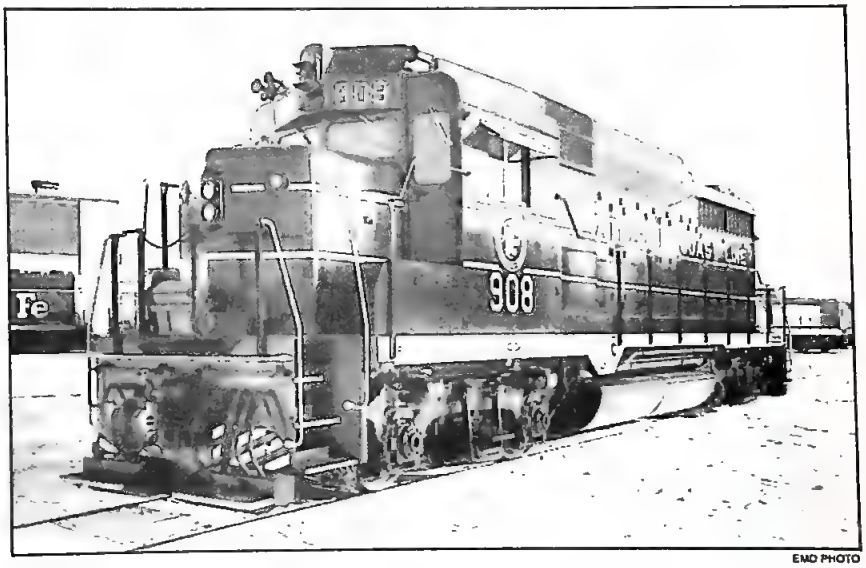
was introduced, Alco was using flat front cab bulkheads and windshields on their low-nose roadswitchers (RS27s, RS32s). It is quite likely that their decision to adopt a wedge front on the cabs of their Century Series was heavily influenced by the dynamic appearance of the GP30. In addition to the angled windshields and number board housing on the GP30, both the front and rear outside corner walls containing the cab entry doors and windows were also angled to provide a degree of streamlining.

One of the most distinctive appearance features of the GP30 was not repeated on the GP35 and subsequent EMD units. The smooth curvature of the outside edges of the cab roof extending down into the cab sides involved some expensive metal work and required inside angle welding where the cab roof intersects the number board housing. This configuration also resulted in limited headroom for the engineer and the fireman in the outside corners of the cab and involved a sharp intersecting angle on the interior of the cab which presented a hazard to movement. The curved roof with center housing was eliminated in the GP35 and later models in favor of the "spartan" cab, which was both less expensive to construct and provided better headroom for the crew.

Although it created more interior space behind the front windshields, the angling in of the fore and aft cab ends on the GP30 slightly crowded the seating space along the outside walls, particularly noticeable on the fireman's side. This caused a problem on the Union Pacific, which had a "third seat" agreement which required two full seats on the left side of the cab. To accommodate this, the UP's first order of GP30s (800-874, built in July through September 1962) had the rear wall of the fireman's side moved back ten inches. This gave adequate room for both seats while keeping the rather large cab heater inside the bulkhead.

Researcher Jerry Moyers considers the cab size to be the only significant carbody design change in the GP30 and applied the term "Phase I" to the small cab units and "Phase II" to the large cab versions. The UP 800-874 were the first Phase II GP30s, and although a few Phase I models were produced after the UP order (ten NYC and 77 B&O), in November 1962 EMD made the bigger cab standard and incorporated it on the remainder of GP30 production. The GP30 phases can be differentiated visually only from the left side, and the "instant" spotting feature is the stanchion at the handrail bend immediately be-

THE SECOND GP30 constructed was demonstrator 5639, built in March 1962. The 5639 became Seaboard Air Line 534 and subsequently SCL 1343, retired from the SBD roster in 1986. The 534/1343 was the only "Phase I" GP30 in the combined SAL-ACL fleet of "Phase II's." The left side of a Phase II cab extends back 10" further than a Phase I. The instant left side only spotting feature is the stanchion at the handrail bend behind the cab on the Phase I's and lack of the stanchion at the bend on the Phase II's.



EMD PHOTO

GP30 Phase Variations

Defined by Jerry Moyers

All Phase I: Both sides of cab same length

Phase Ia: Fabricated slats on cab heater inlet. Low radiator shutter guards. Paneled air compartment box

Phase Ib: Same as Ia except punched louvers on cab heater inlet

Phase Ic: Same as Ia except has solid air compartment box. (All B&O units.)

All Phase II: Left side of cab 10" longer than right side.

Phase IIa: Paneled air compartment box. Louvered cab heater inlets. Low radiator shutter guards.

Phase IIb: Same as IIa except has solid air compartment box.

Phase IIc: Same as IIb except has radiator shutter guards raised outward about 1"
All orders initiated after 1/63 appear to be Phase IIc.

NOTE:
Size of fuel tank and presence or lack of dynamic brakes were customer options and did not reflect "Phase" changes

All-Time GP30 Production Roster

Tabulated in order of construction.

ORIGINAL OWNER	ORIGINAL NUMBERS	ORDER NUMBER	BUILDERS NUMBERS	DATE BUILT	NOTES
EMD	5629	5629	26613	7/61	Became EMD 1962, UP 875.
EMD	5639	5639	27462	3/62	Became SAL 534, SCL 1343
Reading	5501-5520	7617	27116-27133	3-7/62	Became Reading 3600-3619, Conrail 2168-2187. 5513 preserved.
D&RGW	3001-3013	7619	27135-27141, 27224	4-5/62	
CB&Q	940-969	7621	27151-27180	4-6/62	Became BN 2217-2246.
AT&SF	1200-1234	7622	27187-27221	4-6/62	Re# 3200-3234. Upgraded to GP30U and re# 2700-2734.
KCS	100-109	5635	27788-27797	5-7/62	Re# 4100-4109.
N&W	522-565	5637	27355-27398	6-9/62	High short hood, dual controls, long hood front.
L&N	1000-1028	5626	27399-27427	7-12/62	1014 was EMD's 25,000th unit.
UP	800-874	5643	27509-27583	7-10/62	First Phase II's. 849 preserved at Portola, Cal.
NYC	6115-6124	7624	27979-27988	8/62	Re# NYC 2188-2197, to PC and Conrail.
Southern	2525-2584	5636	27313-27344, 27428-27457	8-11/62	High short hood, short hood front.
Phelps Dodge	24	5641	27466	9/62	No. m.u., now radio controlled.
C&O	3000-3001	7632	27798-27799	8-10/62	
B&O	6900-6976	7629, 7631	27617-27693	10/62-1/63	Last Phase I's. .
NKP	900-909	5647	27894-27903	11/62	Became N&W 2900-2909, retained short hood.
SAL	500-509	7648	27928-27937	11/62	Became SCL 1309-1318.
C&O	3002-3015	7627	27584-27597	12/62-1/63	
GM&O	500-519	7635	27904-27920, 27925-27927, 28422-28432	12/62-8/63	Alco trucks. Became ICG 2250-2279, broken series. Some to P&L 1986.
SAL	510-533	7636	27937-27961	12/62-1/63	Became SCL 1319-1342. 1335 to L&N 1070 12/76.
ACL	900-908	7637	27989-27997	1/63	Became SCL 1300-1308. To L&N 1061-1069 12/76.
D&RGW	3014-3028	7640	28043-28057	1-2/63	
AT&SF	1235-1284	7642	28058-28107	1-6/63	Re# 3235-3284. Upgraded to GP30U and re# 2735-2784.
SSW	750-759	5650	27172-27181	2/63	Re# 5000-5009. 5006 to be preserved at Little Rock, Ark.
PRR	2200-2251	7643	28108-28159	2-5/63	PRR 2250-51 became PC 2198-99, all to Conrail as 2198-2249.
UP	700-735	7648	28160-28169, 28190-28214, 28351	2-6/63	Cabless boosters, high short hoods.
Alaska RR	2000	7645	28171	3/63	Upgraded to 2500 h.p. in 1974, re# 2504.
SP	7400-7407	7646	28182-28189	3/63	Re# 5010-5017. GP30U program cancelled during first unit.
Soo Line	700-721	7654, 7655	28321-28342	3-7/63	Alco trucks.
CP	8200-8201	CR-288	A-2006, A-2007	3/63	Re# 5000-5001, 4/65.
GN	3000-3016	7650	28261-28277	4-5/63	Became BN 2200-2216.
UP	700B-726B	7651	28215-28241	4-6/63	Cabless boosters, high short hood.
CB&Q	970-977	7652	28292-28299	4-9/63	Became BN 2247-2254.
C&NW	810-823	7653	28304-28317	4/63	
Milwaukee	340-355	7656	27736-27751	5-7/63	Alco trucks. Re#1000-1015.
L&N	1029-1048	7657	27752-27771	5-9/63	
C&EI	239-241	7658	27345-27347	6/63	Became MP 590-592 in 1967, to L&N 1058-1060 in 1969, to SBD 1389-1391.
Phelps Dodge	25-32	5654	27728-27735	6/63	No m.u., now radio controlled.
UP	727B-739B	7649	28242-28254	6-7/63	Cabless boosters, steam generator equipped.
KCS	110-119	7661	28388-28397	7/63	Re#4110-4119.
C&O	3016-3047	7663, 7683, 7682	28410-28411, 28494-28523	8-10/63	
GM&O	520-530	7666	28422-28432	8-9/63	Alco trucks. Became ICG 2250-2279, broken series. Some to P&L 1986.
CGW	201-208	7679	28526-28533	8-9/63	Became C&NW 802-809, 7/68.
Southern	2588-2644	7669	28555-28614	9-11/63	High short hood, short hood front.
TP&W	700	7680	28354	9/63	Became AT&SF 3285 1/64, rebuilt to GP30U 2785 7/64.
L&N	1049-1057	7687	28645-28653	10-11/63	
CB&Q	*978-981*	*7668*	*28300-28303*	*12/63*	*Ordered as GP30s, delivered as GP35s. Became BN 2524-2527.*

ROSTER compiled by Jerry Moyers

hind the cab on the Phase I and the lack of a stanchion at the bend on a Phase II.

Mechanical and electrical features

The shuffling of the equipment arrangement compared with the GP20, which provided space for the central air compartment on the GP30, served as the model for all subsequent EMD road units. Where the earlier Geeps had their radiators split into two banks, one behind the cab and the other at the end of the long hood, on the GP30 the entire radiator installation was moved to the rear of the locomotive in a single cluster of cores and fans.

This left space inside the top of the carbody between the turbocharger and the electrical cabinet for the inertial filter assembly, a large metal box composed of wedge-shaped channels with the walls lined with vanes angled in opposition to the direction of air flow. The outside air entering the filter was forced to make an abrupt change of direction, and in the process the heavy dirt particles tended to continue on to the back of the wedge, where they were removed from the filter by a blower motor. The air which entered the central distribution compartment was pumped to the traction motors and the main generator by a single large engine-driven centrifugal blower, which took the place of a smaller mechanical generator blower and four electrically-driven traction motor blowers used on previous units. Pressurized air was also provided to the main electrical cabinet to cool the shunting resistors and to help prevent dirt from entering the cabinet.

An air distribution duct built atop the outer walkway along the hood carried the traction motor cooling air forward to the No.1 and No.2 traction motors and back to the No.3 and No.4 traction motors on the rear truck. In this detail, however, the GP30 is unique. The traction motor cooling air duct is visible on GP35s and all subsequent EMD hood units as the "bulge" coming out of the air compartment (the "laundry chute" on the late Dash-2s, 50s and 60s) and raised walkway duct on the left side of the units. There is no raised walkway on the right side of the GP35 and its successors. On the GP30, however, there are raised walkways on *both* sides of the unit, and the traction motor cooling air duct is on the *right* side. The raised walkway on the left side appears to be cosmetic only, to make the unit symmetrical, for it is hollow and contains only a couple of incidental cab heater lines which would certainly not require such a substantial enclosure. The rectangular bulge on the left side of the air compartment, which is an air duct on the GP35 and later units, is simply a cover over the blower machinery on the GP30. The prototype

THREE PHOTOS JIM BOYD

GP30 (demonstrator 5629/1962/UP 875) clearly shows this in the way it curves in halfway down the side; on production units it was simpler to extend the box all the way to the walkway than to fabricate the curved bottom. There is just an empty space beneath the blower inside that box. Much of the space between the main generator and electrical cabinet in the air compartment, however, is taken up by a large angling duct that goes from the blower on the left side to the walkway duct on the right side.

Other advertised features of the GP30 included an improved design air compressor (intended to extend the intervals between servicing), a 30% increase in the capacity of the dynamic braking unit and the previously-mentioned revised cooling system arrangement grouping all the radiator cores and cooling fans together (consequently eliminating piping and cable runs involved in the older divided system). The GP30's basic fuel capacity was 1700 gallons, with space and load capacity available to accommodate up to 2550 gallons of fuel. For the first time on an EMD GP locomotive, the low short hood became standard, with the high short hood available as an extra-cost option. Another option available, to realize a greater return from trade-in of competitors' locomotive models, was the use of GSC outside equalized swing bolster trucks (the "Alco" truck, often erroneously referred to in print as the AAR "B"

ALCO TRUCKS from trade-ins were applied to GP30s for the Milwaukee Road, GM&O and Soo Line. The Milwaukee traded RS3s, while the other two swapped FAs. Two Milwaukee GP30s were northbound along the Mississippi River above Davenport, Ia., in June 1978, while the GM&Os were in Mobile in 1969 and the Soos at Schiller Park in 1976.

truck). In such applications the existing General Electric 752 traction motors were retained, due to the differences in traction motor nose support geometry between this truck and the standard EMD Blomberg truck. The Milwaukee Road, GM&O and Soo Line made use of this option on their GP30s.

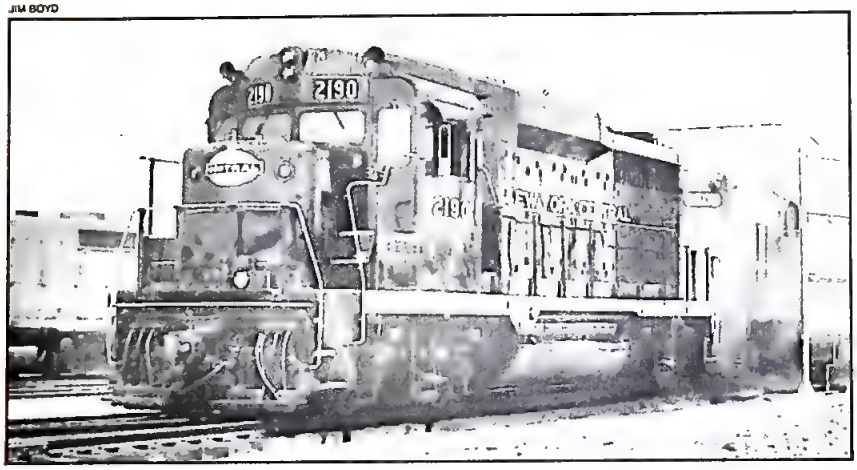
Standard equipment on GP30s (and GP35s) were hot water cab heaters which circulated the hot side of the engine cooling water through radiators in the cab. These heaters were a bit more bulky than the electric heaters now in use, and they had the disadvantage of becoming useless if the diesel engine quit for any reason (in sub-freezing weather they had to be drained along with the prime mover to prevent freeze-up damage if the engine could not be restarted). Some railroads, like the Reading, installed auxiliary water heaters behind the air compressor in the long hood, to suppliment the engine as a source for hot water.

The 16-cylinder 567D3 engine, rated at 2250 h.p. in the GP30, was capable of producing 2400 h.p., but that output was not considered suitable for the four axle locomotive's D22 main generator and D57 traction motor combination at the time of its introduction. The limiting factor was a suitable wheelslip control system and adequate field shunting installations for protecting the rotating electrical equipment. The 567D engine was subsequently increased to 2500 h.p. with the 567D3A in the GP35 and SD35 (using D67 traction motors and D32 main generator), but making effective use of that much power in a four-axle d.c. generator locomotive required tremendous electrical sophistication.

A d.c. traction motor has the same mechanical configuration as a generator, and as it turns under power it simultaneously *generates* a voltage called "back electro-motive force" (back EMF) that opposes the current flow from the main generator. This back EMF can become so great that it can limit the power being fed from the generator; a circumstance which creates a "balancing speed" where the generator cannot drive the motor any faster. At high track speeds, the back EMF generated in the traction motors reduces current flow and creates a high potential across the main generator. In the presence of a triggering factor, such as a jolt from the track causing the traction motor brushes to bounce on the commutator, the spark generated can cause air in the motor to ionize, creating a conductive path and short circuiting the main generator output. The "flashover" results can be extremely damaging to both the generator and traction motors.

Since much of the back EMF is generated in the traction motor fields, the practice with d.c. locomotives is to provide field shunting, a series of resistors connected in parallel with the motor field which can be switched in and out as needed to bypass current around the

JIM BOYD

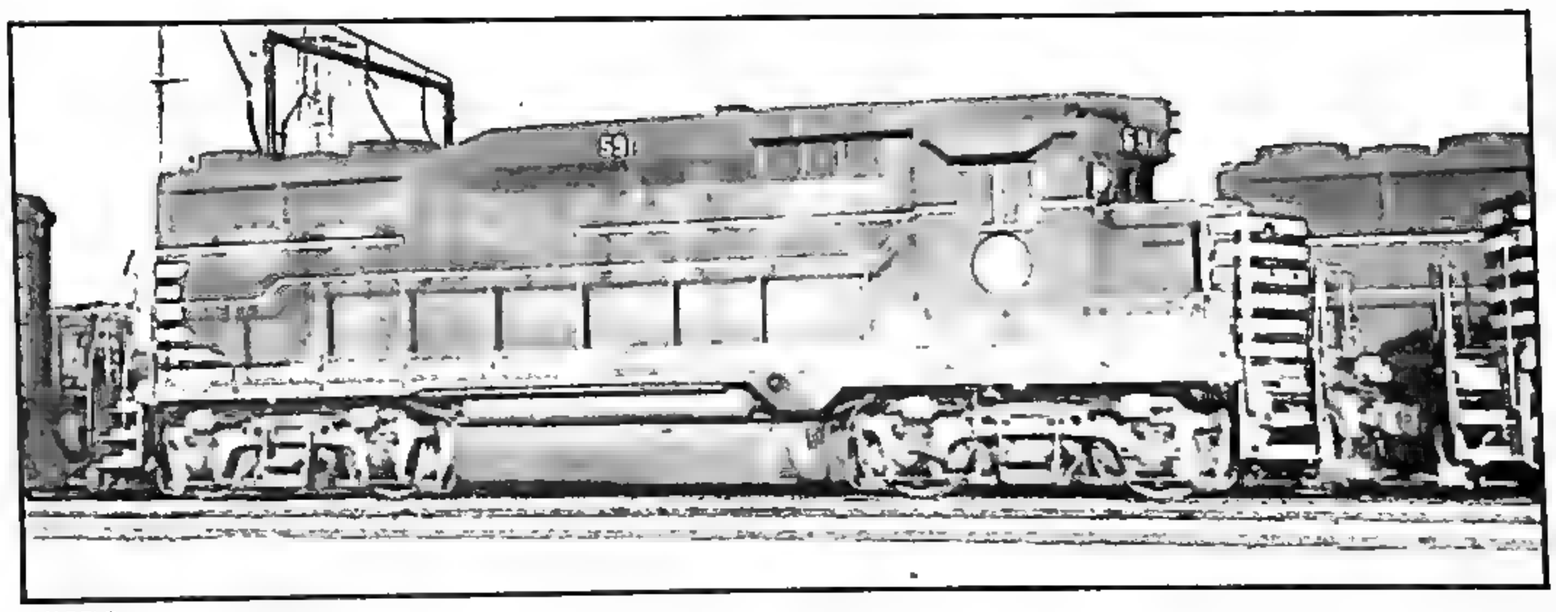


NEW YORK CENTRAL had only ten GP30s while Pennsy had 52. The NYC 2190 is shown wet from the MoPac wash rack at North Little Rock, Ark., in 1968, while Pennsy 2207 was at Bank Tower along the Susquehanna at Harrisburg about that same era.

BOB MALINOSKI

L&N PHOTO

LOUISVILLE & NASHVILLE took this publicity photo of brand new 1001/1003 alongside a grimy black FA. Both sport Hancock air whistles. The C&EI had three GP30s that went briefly to the MoPac (below, January 1969) before going to the L&N.

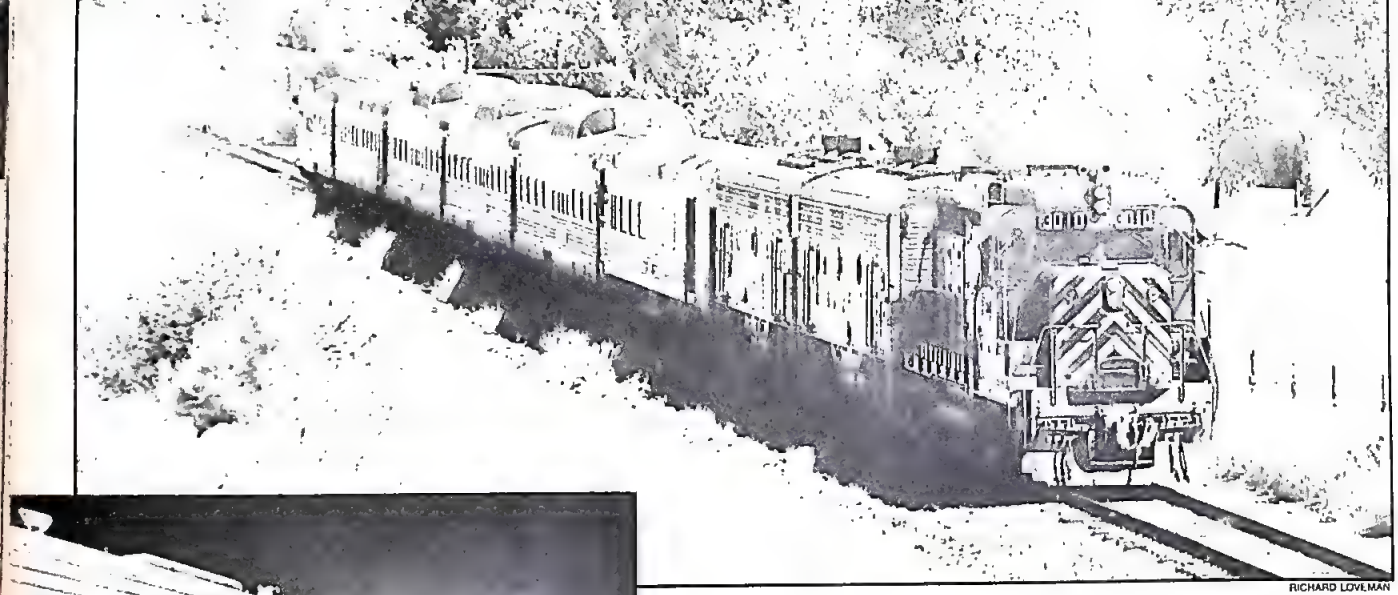


JIM BOYD

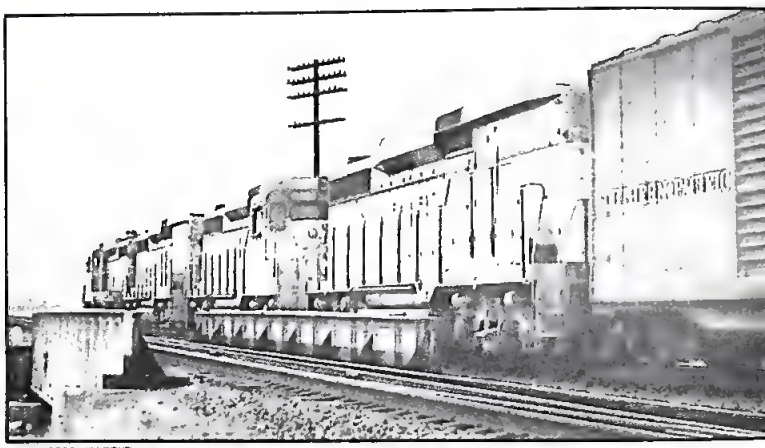
motor field. This reduces the back EMF, permits higher motor speeds and protects the entire high voltage system. In the GP30, each motor had three shunting resistors, in graduated steps, connected in parallel with the field. By picking up the shunting resistors individually and in combinations, more steps of resistance could be obtained than just the fixed values of the individual resistors.

To keep power application and back EMF within the limits of the electrical equipment, d.c. locomotives are equipped with both shunting and "transition." Transition rearranges the motors in relation to the generator, "series-parallel" and "parallel" circuits being the most common. Shunting involves putting the aforementioned resistors across the traction motor fields. In the GP30, the unit begins from a standstill with the motors in series-parallel and no shunting. This provides maximum pulling power but results in a rapid buildup of back EMF, which is compensated for by bringing in the shunting resistors step by step as the speed increases. When the unit reaches about 18 m.p.h., three steps of shunt are in the circuits. As the speed continues to increase, all power is momentarily shut down and the unit initiates "transition," which disconnects the motors from the main generator and reconnects them in a simple parallel circuit with all shunt now dropped out. The power then comes back on, and as the speed increases, two more steps of shunt are brought in to keep the back EMF voltage buildup within tolerances. (You can hear a unit make transition, as the engine momentarily unloads, begins to die and then surges back to life. Shunting is silent and generally undetectable from outside.)

In the GP30, the nine steps of transition and shunting are controlled by a mechanically-driven rotary program switch, regulated by current and voltage sensing relays. If all this seems complicated, then consider that when EMD increased horsepower to 2500 in the GP35, the number of steps of shunting in series-parallel had to increase from six (in the GP30) to nine (in the GP35, excluding 0% shunting), and the number of steps of shunting in parallel was increased from two (in the GP30) to five (in the GP35)! Although it was not as bad on the GP30 as the GP35, the complexity of the transition control systems had exceeded the comprehension of most operating personnel and was becoming a potential maintenance problem as well. Direct current generators and their control systems were rapidly approaching the point of saturation, where tremendous increases in control system complexity were necessary to realize marginal gains in horsepower capability. It was only the development of solid-state diode rectifiers and the a.c. main traction alternator that made possible the higher horsepower and vastly improved electrical simplicity and reliability of the GP40 and units which followed.



RICHARD LOVEMAN



TWO PHOTOS JIM BOYD

THE ONLY GP30S built for passenger service were 13 boiler-equipped boosters for the UP, although the D&RGW would sometimes assign a GP30 (top, in 1974) to the *Rio Grande Zephyr*. A KCS GP30 (above) was helping an ailing E8 on the old *Flying Crow* at Texarkana in 1968. UP GP30Bs were on the CB&Q's CGI at Wyanet, Ill., in 1966.

Why not an SD30?

It has been popular in the years since the introduction of the GP30 to speculate on what a companion SD model might have looked like. Jerry Moyers even prepared a set of HO scale plans for such a locomotive for RAILROAD MODEL CRAFTSMAN, (September 1972 issue, page 29). However, the companion to the GP30 was already in EMD's catalog: the 2400-h.p. SD24. There would have been little point in engineering a new unit simply to incorporate the GP30's carbody features, and the investment required for an "SD30" would have been difficult to recover, based on SD locomotive sales totals during the period. Keep in mind that "Special Duty" locomotives prior to the introduction of the SD45 were purchased for one of two primary applications: either for very high tractive effort capability in the low speed range (heavy drag or transfer work), or for use in light axle loading situations where the locomotive weight was distributed over more axles (operation on light rail). The high horsepower six-motor unit which was a "GP-and-a-half" in *all* respects, and therefore capable of replacing Geeps on a two-for-three basis, was still waiting for the development of a prime mover with much higher horsepower and an electrical transmission system that could utilize it. The domestic sales totals for SD24s from August 1958 to March 1963 were just 224 units in 55 months, only about 20% of the number of Geeps produced during the same period. When an upgrade of the SD24 was finally produced in June 1964, it was the SD35, which incorporated all the features an SD30 would have had. But the GP35 and SD35 eliminated the GP30 cab styling in favor of the now-familiar "spartan" cab, which was simpler and less expensive to produce.

'30s in the '80s

The horsepower race didn't just outrun the GP30, it left it in the dust. The GP30 was in the spotlight as the highest horsepower Geep for only slightly more than two years before being bumped by the 2500-h.p. GP35. Only two years after the last *GP30* was completed, the GP40 was in production, raising the horsepower rating of the 16-cylinder turbocharged Geep to 3000, with the 645E3 engine. When compared to the GP40, the GP30's 2250 h.p. didn't seem much more than the 1800 h.p. of the GP18 or the 2000 h.p. of the GP38. The power desks of most major railroads quickly began to use GP30s in the same types of secondary service which normally would draw non-turbocharged Geeps, including yard switching, branch lines and local service. In this type of application, the clutch which controls the engagement and disengagement of the turbocharger from the engine gear train took a great deal more wear than would be encountered in sustained high-throttle operation, where the turbocharger is freewheeling and the clutch is disengaged. Also, using a GP30 in switching service

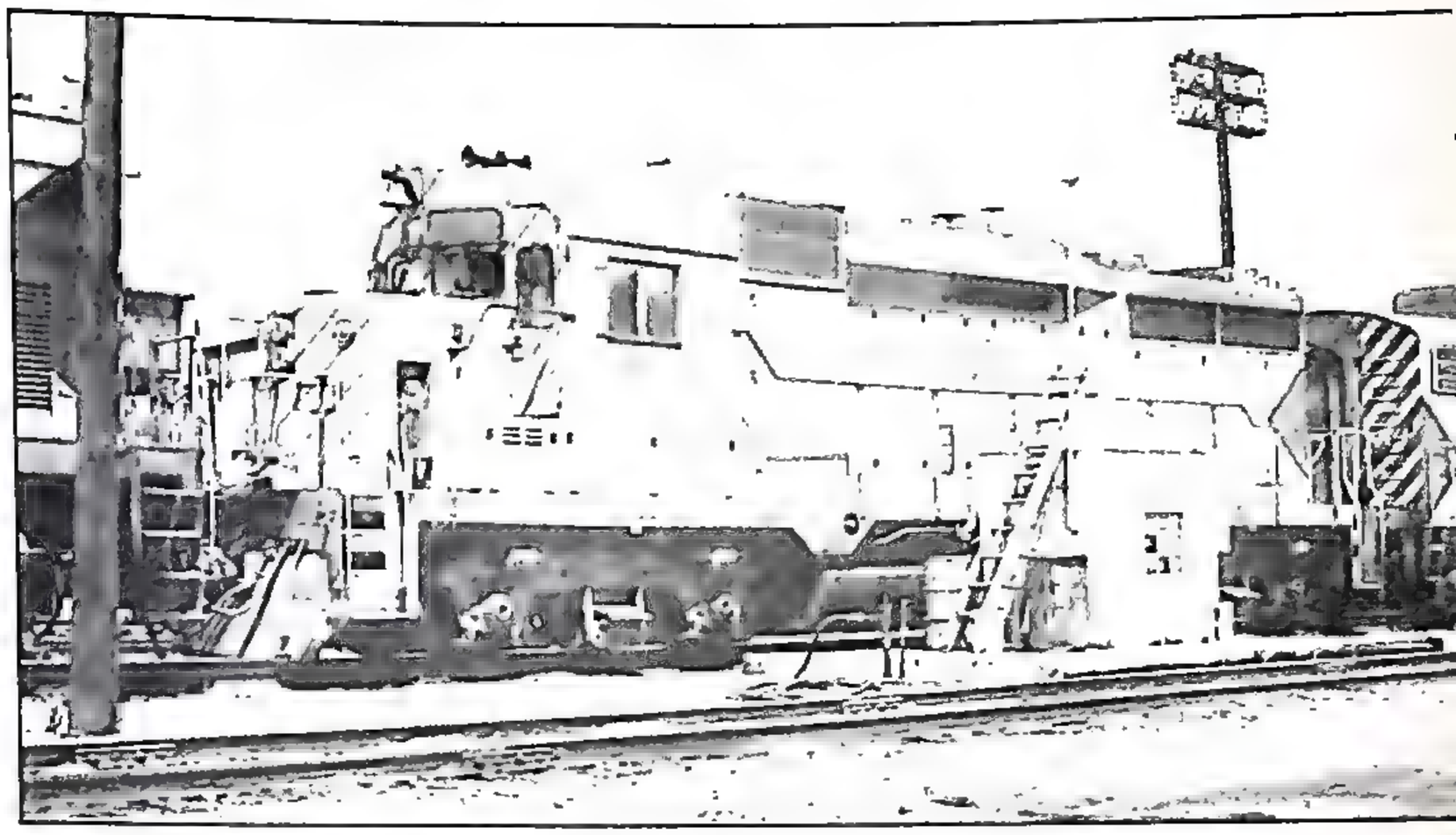
completely negates the unit's principal potential advantage over EMD roots blower equipped locomotives: the GP30's lower fuel consumption (per kilowatt hour of power produced) realized by the increased efficiency of the turbo engine in high-load/high-r.p.m. operation. In switching and local service, there is very little difference in fuel consumption between a GP30 and a GP38, for example, but the cost to overhaul the GP30's turbocharger is considerably higher than the expense of maintaining the GP38's roots blowers.

The technology of diesel prime movers advanced so rapidly in response to the demand for better fuel economy in the late 1970s, that the question of whether the GP30 was more fuel efficient than its roots blower equipped counterparts diminished rapidly in importance. As the 645 engine matured, EMD installed numerous improvements in turbochargers, engine reciprocating components and fuel injection equipment. These "upgrades" were usually adaptable to earlier production 645-engined turbocharged units but not to locomotives with 567 turbo engines. The result is that the current generation of EMD turbocharged Geeps enjoy an advantage of more than 30% lower fuel consumption (per kilowatt hour) than the GP30. The tremendous cost savings realized through the operation of newer, more fuel efficient locomotives in high-speed/high-load applications on most railroads insured that the remaining GP30s would spend most of their time in secondary service.

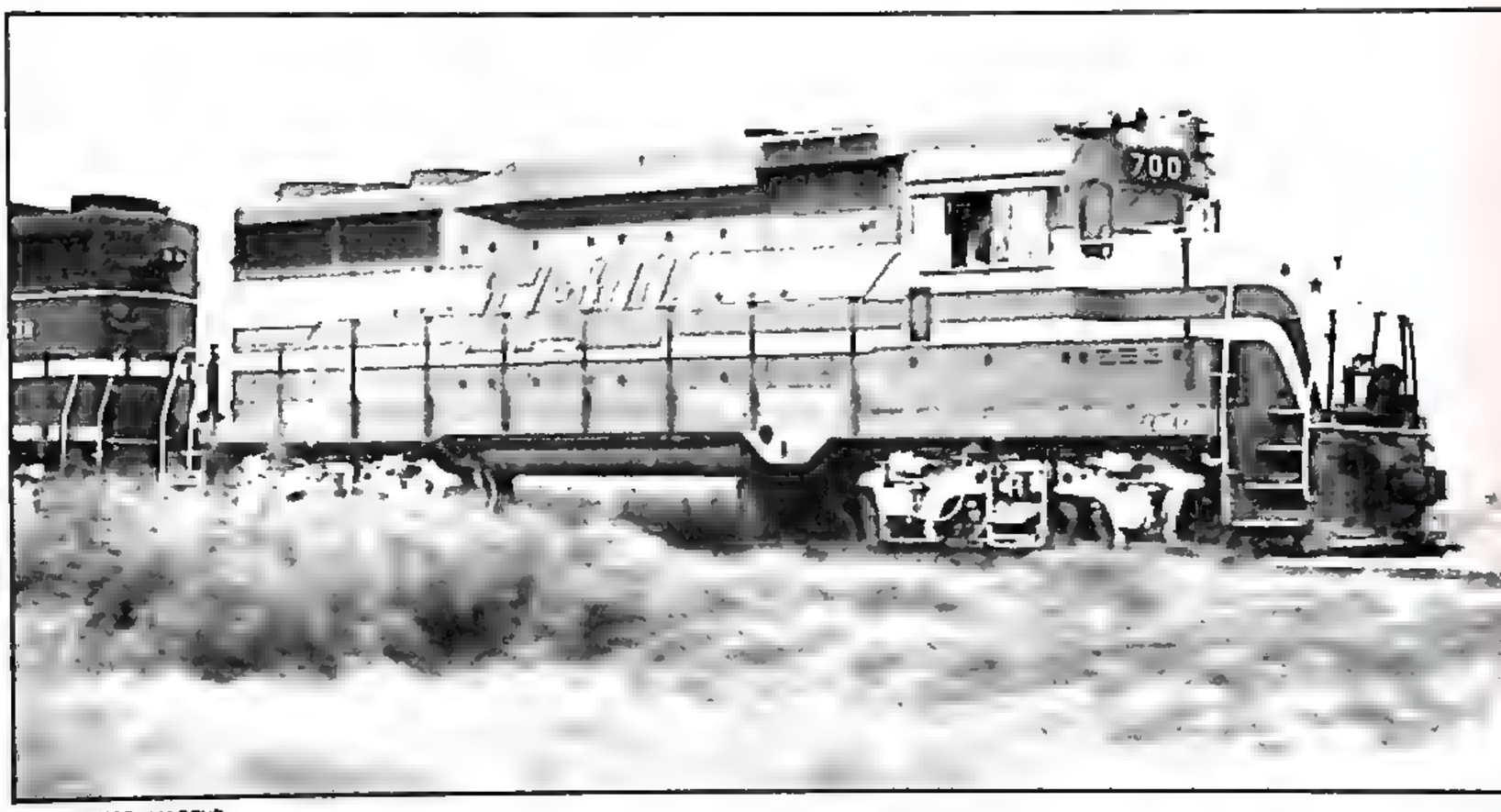
Since it is not feasable to upgrade GP30s to the horsepower range of EMD's 645-engined units, due to limitations in the cooling system, electrical system and auxiliary equipment, some railroads (most notably, the Santa Fe) have developed programs to make use of newer components, such as D77 traction motors and 645 power assemblies, to allow a marginal increase in horsepower to 2500 without being prohibitively expensive. In an upgrade of this type, the complicated original transition control is usually replaced with simpler modern equipment.

Another modification which could be made to a GP30 to make it better suited for secondary service is a partial "downgrade" to the equivalent of a GP38DC. This would involve removal of the turbocharger and replacement of the necessary engine components to convert the 567D3 engine into a roots blower equipped "pseudo-645," the equivalent of the 16-645E engine used in the GP38. The 567 crankcase accepts 645 power assemblies without difficulty, and all auxiliary systems are over-specified for the reduced power level (usually 2000 h.p., the same as a GP38). The railroad thus saves the expense of having to maintain a turbocharger. Since the power output is reduced, a simplification of the electrical system is also possible, to eliminate the steps of field shunting which would have been applied only in the highest load situations.

However, the total number of units likely to be involved in future upgrading or downgrading programs will be very small due to the reduced motive power requirements of merged railroads, a surplus of more modern units (ex-Conrail GP40s, for example) and the high salvage value of the GP30s as trade-ins for newer units. It is interesting to note that we know of no GP30s that have shown up in the second-hand market; all that remain are still in the employ of their original owners or their merged successors. (Ex-Cotton Belt 5000 was observed in 1981 at Diesel Electric Services in Houston lettered "Sioux City Falls Railroad" No.50, but we can find no evidence that it ever operated as such.)



TWO GP30S were built by GMDD in London, Ontario, for the Canadian Pacific, the only GP30s in Canada. The 5001 was at Windsor, Ont., in July 1976. Note the bell in place of the top headlight. The only GP30 to receive a Bicentennial livery was Toledo, Peoria & Western's solitary 700, shown working eastward near El Paso, Ill., in July 1976.



TWO PHOTOS JIM BOYD

GP30 trivia

There are a few GP30s worthy of special note. There were two single-unit orders: the Alaska Railroad and the Toledo, Peoria & Western. The Alaska 2000 was upgraded to 2500 h.p. and renumbered 2504; it is still at work, though it will probably face retirement within the next couple of years. TP&W 700 became Santa Fe 3285 upon merger in 1984 and has since been put through the Cleburne Shop rebuilding program,

where it emerged as 2500-h.p. GP30u 2785.

There were two GP30s built in Canada, Canadian Pacific 5000 and 5001, both of which are still in service. The only other really small GP30 roster was three units for the Chicago & Eastern Illinois. When the C&EI was acquired by the Missouri Pacific in 1967, the 239-241 became MP 590-592, but with the sale of the Chicago-Evansville line to the L&N in 1969, the orphan GP30s went along to become L&N 1058-1060. (Incidentally, L&N 1014 received considerable press when it was built as EMD's 25,000th locomotive.) Probably the rarest GP30s from a railfan engine collector's standpoint, would be the C&EI trio in their brief stint as MP units.

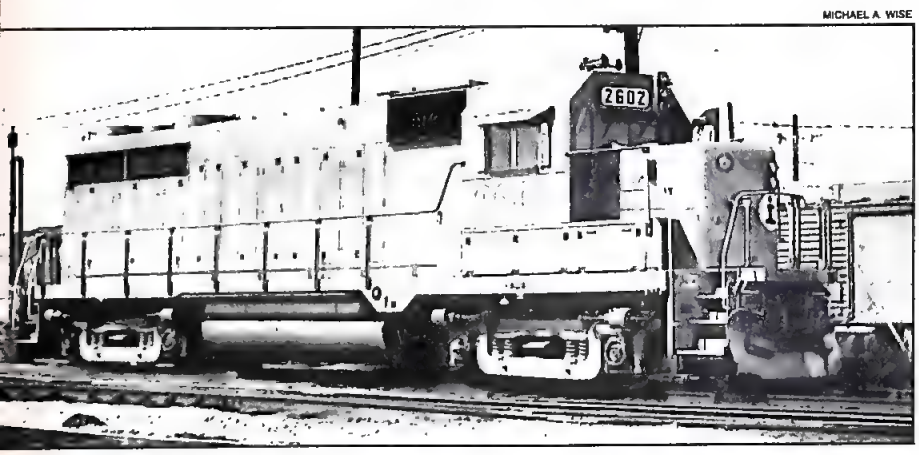
There was a second GP30 demonstrator. EMD 5639 was outshopped in March 1962 and was later sold to the Seaboard Air Line as the 534, the only Phase I GP30 in the SAL+ACL fleet of Phase IIs. The KCS, L&N, CB&Q, Rio Grande and Santa Fe were the other roads which bought both Phase I and Phase II GP30s (like the SCL, the UP had one Phase I, demonstrator 5629/1962).

The most unusual GP30s, of course, would be the cabless, high-nose "B-units" sold to the Union Pacific. Eight of those 40 units were equipped with steam boilers and were the only GP30s regularly assigned to passenger service. The UP would use the boiler-equipped Bs behind a regular GP30 on its Omaha-Laramie mail trains 27-28. Yhe UP also had some boiler-equipped GP9 B-units. The cabless units were common in pool service over the CB&Q into Chicago, and during that same era, D&RGW GP30s frequently got into Chicago on CB&Q pool trains, as well).

The only GP30s that were not sold to a line-haul railroad were nine units which went to Phelps Dodge Copper Corporation for its New Cornelia Branch open pit operation at Ajo, Arizona. One unit, No.24, is a Phase I built in 1962, while the remaining eight (25-32) are Phase IIs delivered in 1963. These nine were the only GP30s manufactured without m.u., though they are all now operated by radio control from an "engineer" on the ground.

Of the big fleets, the Santa Fe has rebuilt all of its GP30s, and Chessie still makes good use of its ex-B&O 6900s and ex-C&O 3000s, while Seaboard System retains most of the SAL, ACL, L&N and C&EI units. Conrail now has all of its PRR, NYC and Reading GP30s out of service, and the Milwaukee retired its fleet before merger with the Soo, which still has most of its Alco-trucked GP30s in service. The bulk of the other Alco-trucked fleet, the GM&O, survived the ICG merger and

CURT TILLOTSON, JR

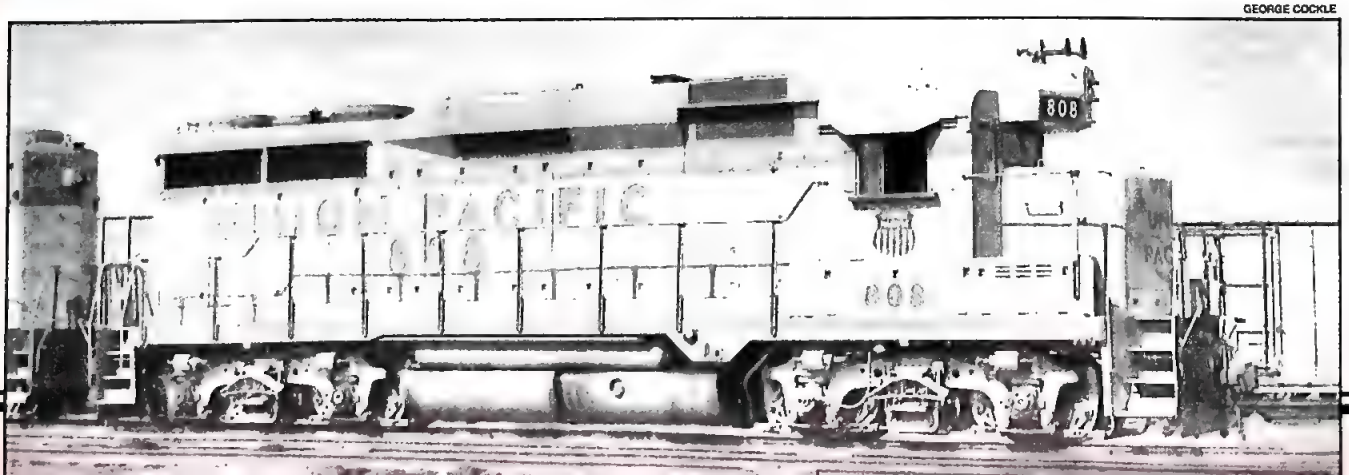


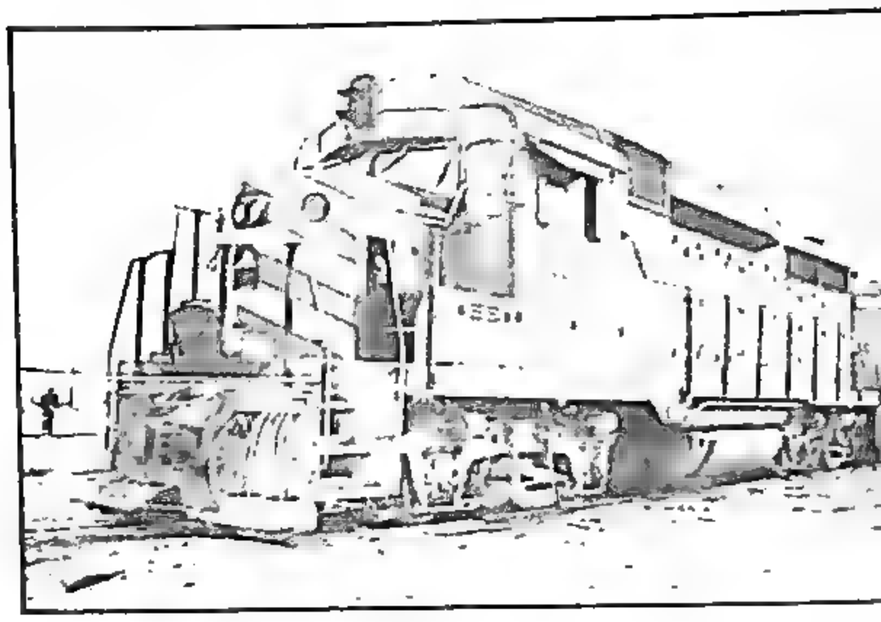
MICHAEL A. WISE

GP30 CARICATURE AND INCOGNITO. To provide luggage space for a "full crew cab," the UP did this delightful distortion of GP30 808, shown in April 1985. ICG "GP26" 2602 is ex-GM&O GP30 514 rebuilt by Paducah with a "Spartan" cab and GP35 air system.

Of the big fleets, the Santa Fe has rebuilt all of its GP30s, and Chessie still makes good use of its ex-B&O 6900s and ex-C&O 3000s. The Seaboard System, by contrast, will have retired the last of its SAL, ACL, L&N and C&EI GP30s by early 1987. Conrail now has all of its PRR, NYC and Reading GP30s out of service, and the Milwaukee retired its fleet before merger with the Soo, which still has most of its Alco-trucked GP30s in service. The bulk of the other Alco-trucked fleet, the GM&O, survived the ICG merger, and eleven were recently transferred to the new Paducah & Louisville. The Chicago & North Western continues to run most of its GP30s, including those acquired with the Chicago Great Western. Most of the Southern Pacific and Cotton Belt GP30s can be found in Texas and Louisiana (the SP abandoned its GP30 upgrade program after SSW 5001 was

GEORGE COCKLE





NORFOLK SOUTHERN has today's biggest GP30 fleet, made up of Southern's short-end-forward high noses (left), N&W's dual-control, long-end-forward high noses (below) and ten ex-Nickel Plate low noses.

TWO PHOTOS JIM BOYD

scrapped in the midst of being converted to GP30u 5020). The KCS, Rio Grande and Burlington Northern (former GN and CB&Q) still retain most of their GP30s, but the UP fleet is on the verge of extinction. Norfolk Southern, which presently has the most GP30s in service, is also the high-nose champ with both the N&W and Southern fleets essentially intact, along with the ten ex-Nickel Plate low-noses.

To date, there have been three GP30s preserved. Union Pacific 849 is in serviceable condition at the Feather River Rail Society museum in Portola, Cal., and Cotton Belt 5006 (nee-756) is presently in Pine Bluff, Ark., pending static display on the Arkansas State Capitol grounds in Little Rock. In mid-1985, Conrail 2181 (Reading 3613, nee-5513) went to the Reading Company Technical & Historical Society. It was in faded Reading colors with the typical "cockroach" CR conversion, but it was a fully serviceable unit. Within a year it had been repainted into full Reading livery with its original number, 5513.

The Reading was the first railroad to order GP30s, and it used FTs as trade-ins. It got 20 units, 5501-5520, but they were scrambled in delivery order by the accounting technicalities of writing off the specific FTs being traded in. Thus, the Reading GP30 with the lowest serial number and the "dash 1" frame number was the 5513, which can be legitimately identified as the first production GP30. And with the UP 875 having been scrapped and SCL 1343 now off the roster, the 5513 is also the oldest surviving GP30. The 5513 is not only surviving, but it is surviving in style, residing in the Reading Shops when it is not out running on the Blue Mountain & Reading tourist railroad, where it is a prominent feature on railfan day and special events. The 5513 has been joined in service by Reading Alco C630 5308 on Hi-Ad trucks (though still in Conrail colors).

There are still plenty of GP30s around, and they can be photographed in daily service almost anywhere except New England. As transition units between the old and new generations, the GP30s had a very brief moment of glory when they were dispatched four-at-a-crack on the road's hottest piggybacker or freezer train. They are more likely to be remembered by the working railroaders much the way former-Milwaukee Road engineer Craig Willett summed them up: "They went slow, rode rough and weren't in much of a hurry to get anywhere. That big barn of a cab was rough to keep warm in the winter. But they were old and worn out. When they were new, though, I'm told they were really somethin'."

While it is still too early to tell who will be the last to operate a GP30 in revenue service, the day is probably not far distant.

Quaboag and the

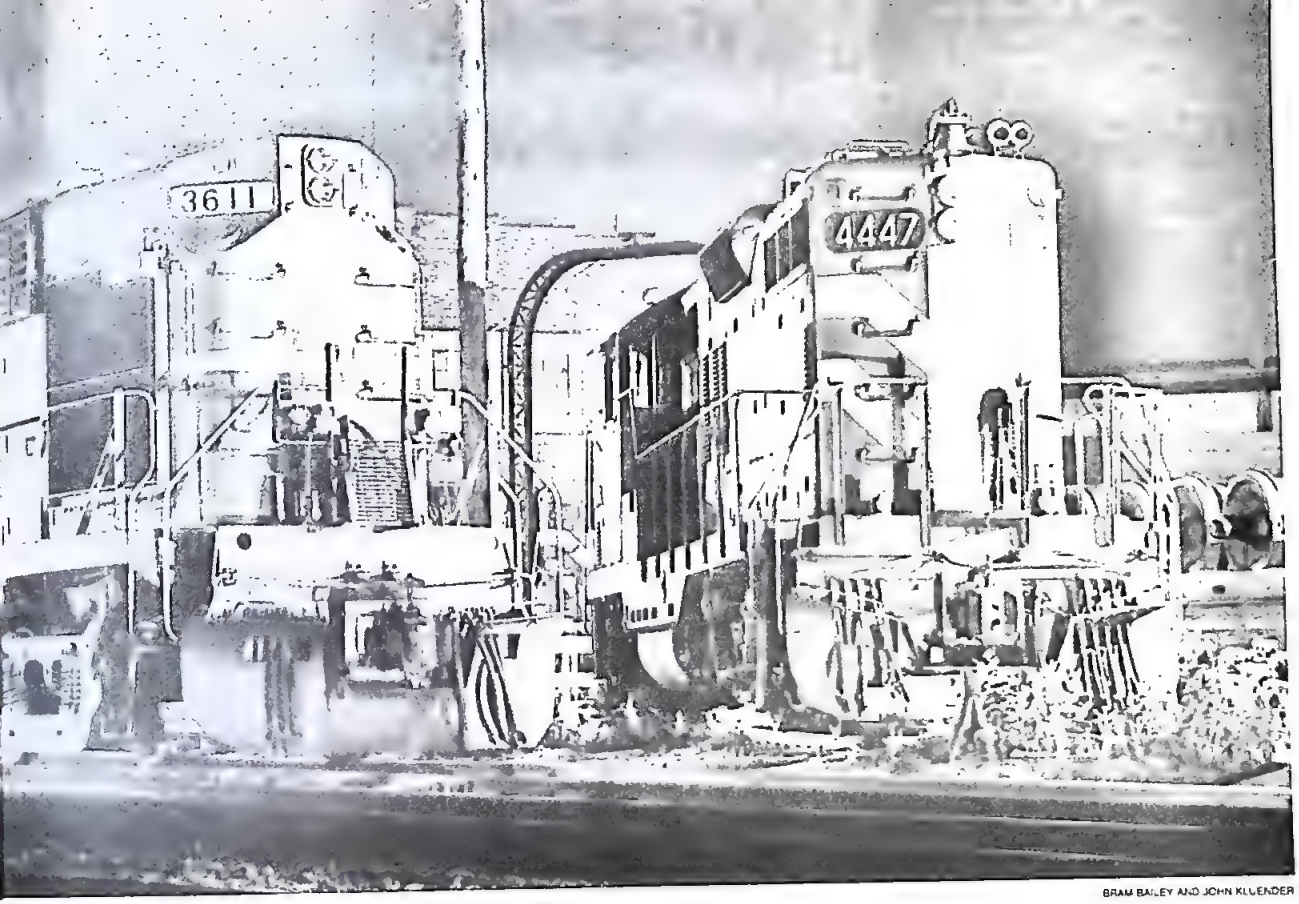
RS11s and intermodal operations usually have little in common. That is unless you happened to have been along the Central Vermont Railway between Palmer, Massachusetts, and St. Albans, Vermont, during 1986 where the *Quasar*, a hotshot piggybacker pulled by a pair of RS11s, showed up three times a week in each direction. The train is still there, but by the time you read this the RS11s will have probably been sidelined by second-hand GP38s.

The story of the *Quasar*, however, is much more than just a pair of candy-apple green Alcos. The train got its start in late 1985 as an offshoot of Kirk Bryant's Quaboag Transfer in Palmer. That facility, which has been in operation about eight years, receives lumber, shipped primarily on railroad cars, and transfers it to trucks for delivery to its final destination.

The inspiration for the intermodal operation was Bryant's observation that most of the competitive lumber trucked in from Canada followed the same route down Interstate 89 to White River Junction and then Interstate 91 to customers in southern New England. Since this route parallels the Central Vermont main line, he reasoned, why not load all those trailers on a train? Already the owner of ex-Providence & Worcester GP9 1701 (ex-Conrail, nee-PRR 7189) used to switch the Palmer facility, Bryant borrowed a P&W GP38 to test the concept. He needed power sufficient to haul a 2500-ton train the 236 miles from St. Albans to Palmer. Along for the initial test run in October 1985 was CV's General Manager Phil Larson, Superintendent of Transportation Bob Rixon and Chief Mechanical Officer George Harmond. Things were not going too well, as the GP38 could not maintain track speed with the test train. They were running so late that they had to make a comfort stop in Bellows Falls, Vermont.

Bryant was disappointed that things were not working out. Harmond suggested that he consider using a couple of RS11s, which the CV had stored in St. Albans, instead of the single GP38. Larson quoted him a price, and by the time they left Bellows Falls a gentlemen's agreement had been reached. Bryant put his trust in Harmond to pick the best units available. He chose the 3606 and 3611, both of which had started out on the DW&P in 1956. In the late 1970s they were transferred to the CV. As of last year, most of the CV Alcos were out of service with the exception of the Grand Trunk operation in Maine and the power for the Burlington chip train. Once taken off the dead line, the units were electrically and mechanically refurbished. Even the seats were reupholstered. They were repainted inside and out before being delivered to the Quaboag. With the power problem solved, Bryant leased 15 TTX flatcars and the piggyback ramps at Palmer and St. Albans. The *Quasar* was ready to go.

Lumber coming out of Quebec is trucked down to the border. Once they have cleared customs, the loads from the Canadian rigs (that are typically not legal on U.S. highways) are transferred to Quaboag trailers. The trailers are then driven by Quaboag drivers down to St. Albans, where they are loaded onto flatcars. Upon arrival in Palmer, the trailers are driven off the flatcars. If the final destination is east of the Hudson River, a Quaboag driver will deliver it. If it is going west of the Hudson, the load will be transferred to an independent trucker's rig. Empty trailers are loaded on the flats and sent back to St. Albans. Quaboag runs a fleet of 72 trailers and 20 tractors to support this operation. Though the majority of the trailers carried on the *Quasar* are Quaboag's, they are actively marketing



BRAM BAILEY AND JOHN KLUENDER

Quasar

by Bram Bailey

the train to serve other industries. Trailers loaded with liquor, peat moss and chemicals are regularly loaded on the *Quasar*.

The economic side of the *Quasar* is simple. Without the train it would take 30 drivers and 3000 gallons of fuel to do what a two man crew can do on 800 gallons of fuel. This translates into a savings of about $200 on a typical freight bill of $600!

Through arrangements made by RAILFAN & RAILROAD, I was allowed to ride the train from St. Albans to Palmer on Sunday, June 22, 1986. Getting to St. Albans was my first hurdle, but John Kluender came to my rescue with the offer of a ride. Since he was going to chase the train while I rode, we took our time scouting out potential photo locations on the way up. Upon arrival in St. Albans, we checked into a motel and made a bee line for the roundhouse. After obtaining permission to shoot some night photos, we had to wait until 10:30 to do so, because the first day of summer is also the longest day of the year. To compound the problem, the further north you are, the later the sunset. We set up our night shots as quickly as possible because the train was called for 4:30 a.m. This meant a typical departure of 5:00, which translated into a 4:15 a.m. wake-up call.

I had mixed emotions when the alarm went off. No one likes to get up at 4:15 in the morning, but there was a pair of RS11s waiting to take me to Palmer. When we arrived at the roundhouse, the units were fired up but the crew had not yet arrived. By 5:00 we had still not

POWER FOR the *Quasar* was on the ready track at St. Albans (above) on the night before the author's June 22 trip, shown (below) getting its air test before departure.

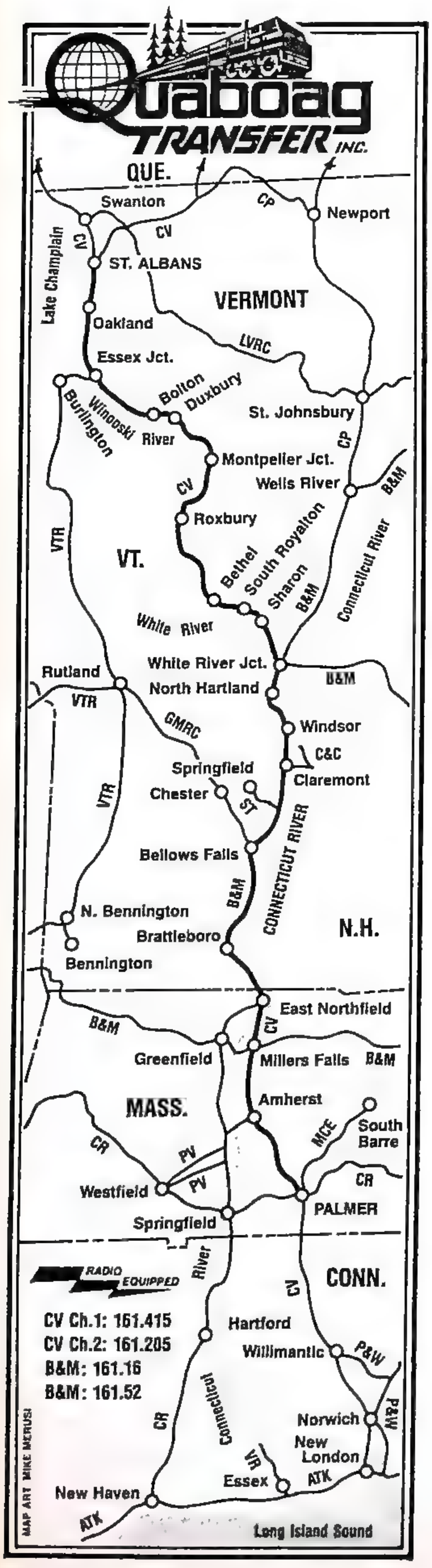
BRAM BAILEY

seen the crew. The register showed that Bob Maynard, the engineer, had signed on at 4:30, but there was no conductor. When John checked at the yard office he found that the conductor had marked off sick. They told him that it would be at least two hours before we would get moving. Finally, at about 6:30, Paul Ladd showed up. He was the regular conductor who had marked off sick. As it turned out, they could not find an extra board conductor to take his place, so he volunteered to take the run even though his neck was so stiff that he had to twist at the waist to turn his head.

Our crew had a combined 71 years of service. Bob Maynard had signed on the Central Vermont as a fireman in August of 1949 and made engineer six years later, just as dieselization was taking place. Conductor Paul Ladd had served the railroad for 34 years. Once I got my camera gear up in the cab, Bob kicked off the hand brakes, and after a quick review of our orders, we drifted down to the pig ramps south of the station. Paul grabbed a portable radio and dropped off the units to do the switching. The consist was divided among the three ramps. We tied onto the first cut of pigs and doubled them onto the second ramp. We then repeated the move, tying on to the cars at the third ramp. The final train consisted of 15 cars capable of loading two trailers each. This worked out to an equated tonnage of 1835. As soon as our brake test was complete, Bob called the CV dispatcher on Channel 1 (161.415). On the radio we would be referred to as "Intermodal Extra QT 3611 South." The railroad was ours as far south as Roxbury, where we were to go in the hole to meet Amtrak's *Montrealer*. Should the location of the meet change, the dispatcher would contact us on Channel 2 (161.205), and we would be required to copy orders changing the meet location.

Bob cracked the throttle at 7:32, and we left St. Albans in a cloud of Alco smoke to do battle with the hill between there and Oakland. The track speed is posted at 50 m.p.h., and we were almost at that speed when we crested the grade six miles later. About half way to Essex Junction, Bob asked Paul to check the speed recorder in the trailing unit. He had a feeling that the speed recorder on the 3611 was not reading accurately. As it turned out, he was right, the 3611 was reading about 5 m.p.h. slow at an indicated reading of 45. To verify their findings, Bob timed us between mileposts. While Paul was in the rear unit, I sat in the fireman's seat looking at the right-of-way along that hood containing the 251B prime mover. As these Alcos get more and more scarce, I thought to myself how rare a treat this really was. Because we carried no caboose, the crew member on the inside would visually check the train whenever we went in to a long curve. They did it so often that before long I caught myself doing it too. It wasn't long before we were rolling through Essex Junction. John would be waiting just south of there at the Winooski River bridge for his first chase photo. We hit the bridge at track speed, and it took John about five miles on I-89 to catch us—he was crowding the speed limit and watching our FRED blinking back at him.

As we went through the "Duxbury Detour," Bob explained that the tracks had been relocated after the Winooski flooded in 1927. As we rolled through Montpelier Junction, we could see a Connecticut DOT coach and several New York subway cars from Bombardier on the siding where they had been spotted by the Washington County Railway for pick up later by CV's southbound freight 444. We cleared Montpelier Junction at 8:58.



The CV from Essex Junction to White River Junction is not signalled and is controlled by train order. Our orders directed us to take the siding at Roxbury to meet the *Montrealer*. As we arrived, Bob stopped the train just short of the switch and Paul dropped off to unlock and line it. Bob eased the train into the siding, and Paul restored the switch as soon as we were in the clear.

I dropped off to photograph the meet,

TWO PHOTOS BRAM BAILEY

A CV RS11 was pinch-hitting for an ailing Quaboag unit on this June 1986 day as the *Quasar* crossed the White River near West Hartford, Vt. On June 22, the author got an impressive view of the train (left) near Randolph and a chance to photograph the units as they paused for orders (below) at White River Junction.

and Bob called the Amtraker on the radio to determine its location. "Five minutes," he shouted down to me. The *Montrealer* slowed a bit for the meet, but it was gone in a flash. As soon as it was clear, Paul opened the switch behind our train, and we backed out onto the main. (With a two-man crew it is more practical to back out after a meet, since the ground man simply stays by the switch. Without a caboose, he would either have to walk the train or have the engineer back up to get him after lining both ends of the siding.) Our meet was almost perfectly timed; we arrived at 9:40 and departed at 9:55.

We saw John again at the South Royalton bridge over the White River. He

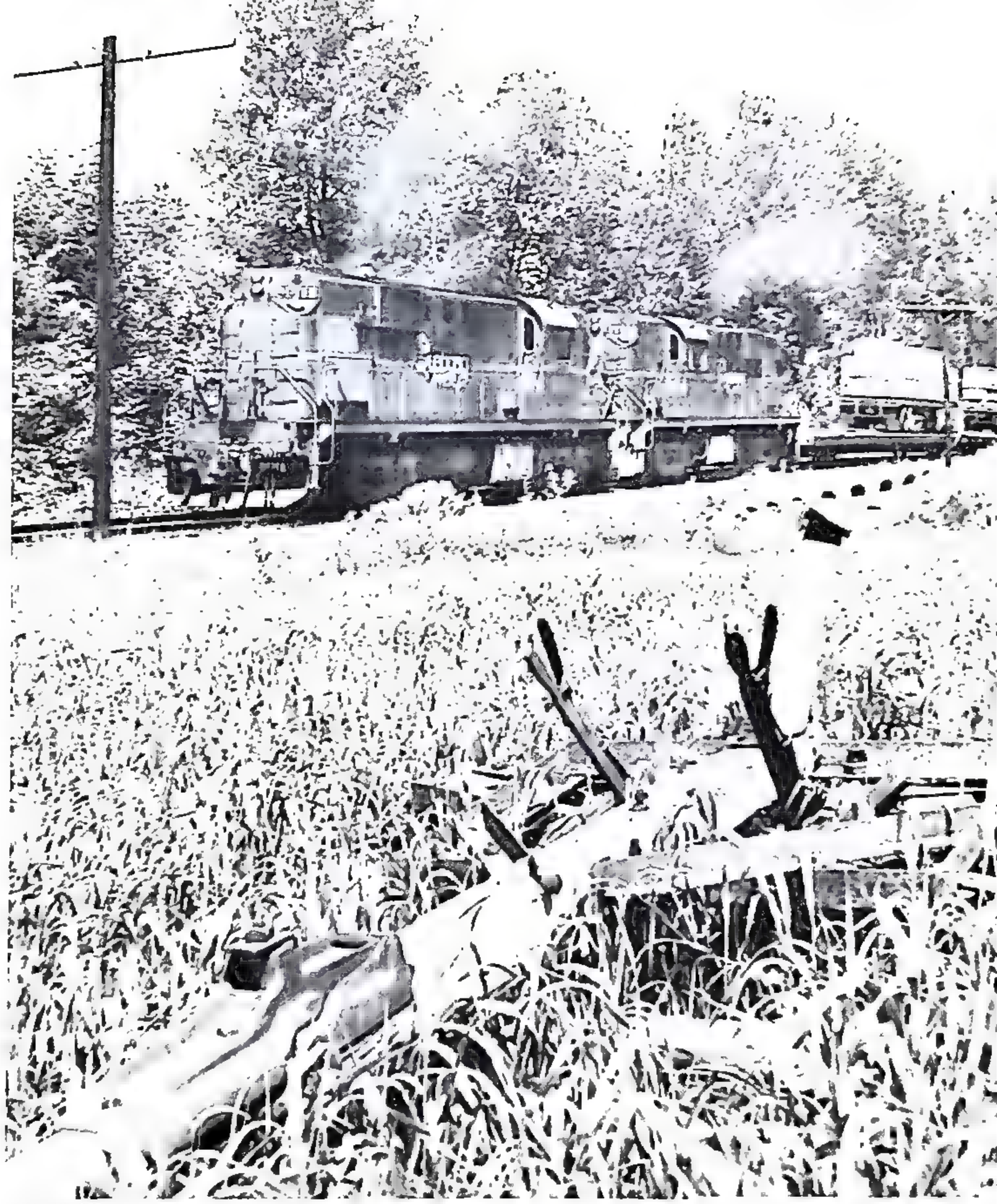
later told me that chasing the *Quasar* was a lot like the army: hurry up and wait. When we arrived at White River Junction northbound CV freight 447 was waiting for us. Some other railfans were there shooting 447's CN M420Ws as well as our RS11s.

At White River Junction we leave the CV and run over the Boston & Maine to East Northfield, under the control of the B&M Conn River Dispatcher, who communicates with us by "duplexing" on B&M radio Channel 1 (161.16 and 161.52). There are automatic block signals (ABS) to Windsor, Centralized Traffic Control (CTC) to Brattleboro, and then ABS again to East Northfield. While we were waiting for orders, Paul ran over to the nearby diner for some coffee while I dropped down to take some more pictures. He returned just as the B&M operator showed up with the orders.

Once on the B&M, it was like being in another world. Guilford's deferred maintenance had reduced the former 45-m.p.h. track to a series of 10 and 30 m.p.h. slow orders. In the pre-Guilford days running time from White River to Brattleboro had been an hour and 45 minutes; with the slow orders, it took us over three hours. Oh well, John had an easier chase.

For the most part, the railroad hugs the Connecticut River, and the scenery is beautiful. Most of this line was originally double track, but the second track is long gone and in most cases is now a service road. At North Hartland there is a covered bridge on the west side of the main line, and as we crossed the Connecticut River at Windsor, you could see another one about a half mile upstream. I couldn't help think that it is a shame that the *Montrealer* covers this territory in darkness.

Each time we would encounter a signal, the first crew member to see it would call out its aspect and the other would confirm it out loud. As we made our way southward, "Clear!" ... "Clear!" could be heard over the sounds of the Alco. The only aspect we saw other than clear green was an "approach medium" as we were coming upon the Green Mountain Railroad crossing in Bellows Falls. We rolled through Bellows Falls at 1:00 p.m., and the Green Mountain's Rutland train was in the station as we hit the diamond. Several railfans photographed us as we came through. They had plenty of time because we were under a 10-m.p.h. slow order from the time we hit the Connecticut River bridge until the train cleared the tunnel under the business district. A couple of railfans chased us south, but they gave up by time we got to Brattleboro, where we hit another 10 m.p.h. slow order. At that speed it takes six minutes to cover a mile. Fortunately the scenery makes up for the slow pace.



JOHN KLUENDER

While we were poking along, I asked Bob what he thought of the RS11s. He said, "Frankly, I don't like them. They ride hard and require a lot of maintenance." He did appreciate the fact that Quaboag keeps the units immaculate inside and out. For example, the cabs are steam cleaned every two weeks.

At East Northfield we left the B&M behind. The balance of the trip was train order territory handled by the CV dispatcher in St. Albans. Best of all, we were on well-maintained 45-m.p.h. track again. As we cleared the junction, we saw a couple deer. The sound of our 251s cranking up sent them scurrying toward the river. Expecting John to be at the Millers Falls trestle, Bob slowed just enough that he could widen on the throttle for some smoke on the bridge. We passed Millers Falls at 3:24 p.m., and Bob was certain that he could get us to Palmer before he would outlaw at 4:30 (by federal law, operating employees are limited to twelve hours on duty, and since our engineer had registered on at 4:30 a.m., his twelve hours would be up at 4:30 p.m.). Should he outlaw, he would have to stop the train and wait for another crew to be taxied out to finish the run.

Just south of Amherst, Mass., we encountered a skinny dipper in a creek along the right-of-way. Unfortunately, it turned out to be a guy.

We arrived at the Quaboag facility in Palmer at 4:25, just five minutes before Bob was to outlaw. Normally, the road crew does the terminal switching, but rather than call another road crew, the Palmer yard crew would do it today.

Up until the spring of 1986 the trailers were unloaded at the CV's ramps in Palmer, but beginning in June the unloading was shifted over to the Quaboag facility in Palmer Industrial Park. The future of the *Quasar* looks very bright. Business is up to the point

Quaboag TRANSFER INC.

that they have leased an additional ten flatcars, and at the time of my June ride were actively shopping for another locomotive (under consideration at that time were a CV Geep or another RS11, or a GP38 or M420 from the Providence & Worcester).

In early September 1986, Quaboag borrowed P&W GP9 1702 and operated it with their own Geep 1701 in place of the RS11s. The test was not particularly successful, and Bryant began looking for other power. His first choice was to lease a pair of M420s from the P&W, but they were unable to come to terms, and he turned his attention to the used locomotive market. Through a California equipment dealer he located four ex-Conrail GP38s that were wrapping up a lease on the Canadian Pacific. At press time (October 1986) he had decided to pick up two of the GP38s, although the choice of which specific units had not yet been made.

Even before the GP38s could bump off the Alcos, railfanning the *Quasar* had become more difficult. In September 1986 they shifted to an overnight schedule. The normal run calls for them to depart St. Albans at 12:01 a.m. and arrive at Palmer about 9:00 in the morning. The crew gets an eight to ten hour layover, and the train returns northward out of Palmer between 5:00 and 7:00 in the evening, which puts them back into St. Albans before dawn. The train now operates three days a week: Saturday, Tuesday and Thursday (although the "Saturday" schedule is actually an hour earlier, with departure from St. Albans at 11:00 p.m. on Friday). Any operational delays could put it into daylight at either end of the run, but the scenic middle portion is now pretty much out of reach for photography. Quaboag is still experimenting to find the best operating pattern for the train, though, so don't be surprised if the schedule changes again.

Mr. Bryant is also shopping for a business car; he spends a lot of time traveling between Palmer and St. Albans, and a private car would allow him to do it in style. In addition to its obvious uses to show his potential customers the operation, he would consider using it for private charters, say, to Montreal for the weekend.

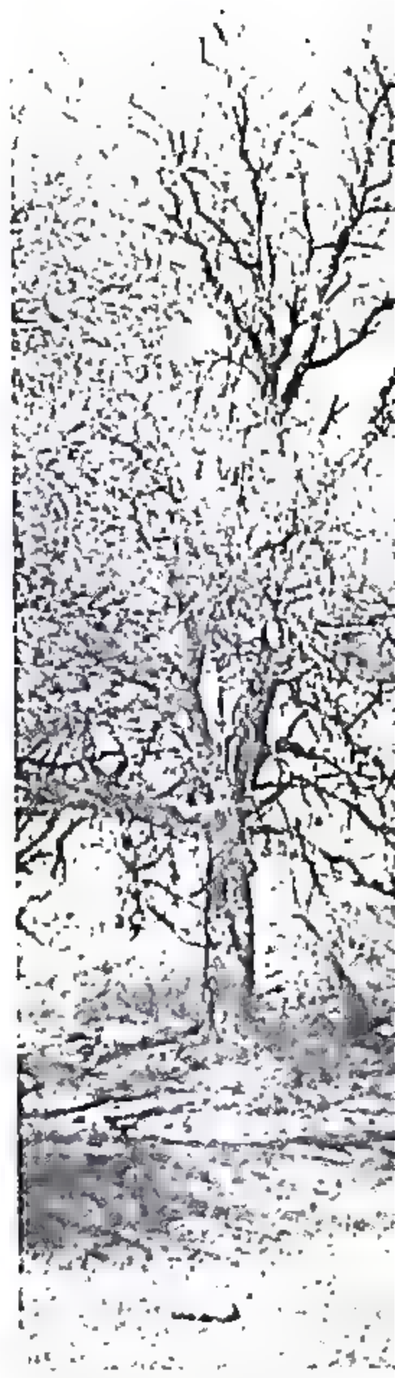
Kirk Bryant describes himself as a "borderline railfan." He has always been interested in trains enough to stop and watch them, but not enough to actively chase them. He does subscribe to R&R, and he has been known to entertain guests by running his GP9 back and forth on the mile and a half of track within his Quaboag facility. If his concept of privately-operated, highly competitive piggyback trains proves a long term success—as it certainly seems to be doing right now—he may find many immitators throughout the industry. We can only hope so.

JOHN D. WARREN

AN EMD FUTURE for the *Quasar* was forecast by this test run with borrowed P&W GP9 1702, shown at Beltchertown, Mass., on September 6. Quaboag is looking at GP38s.

TWO PHOTOS BRIAN BAILEY

AN EX-CONRAIL CABOOSE serves as Quaboag's office at the Palmer Industrial Park facility, where in June 1986 GP9 1701 was used as the terminal switcher. "Yard Donkey" tractors (left) unload the trailers circus style. The author's train is seen accelerating out of a slow order (opposite left) near Wellman's Hill, N.H.



ABOVE AND LEFT DAVID C LUSTIG

The Amador Central

by David C. Lustig

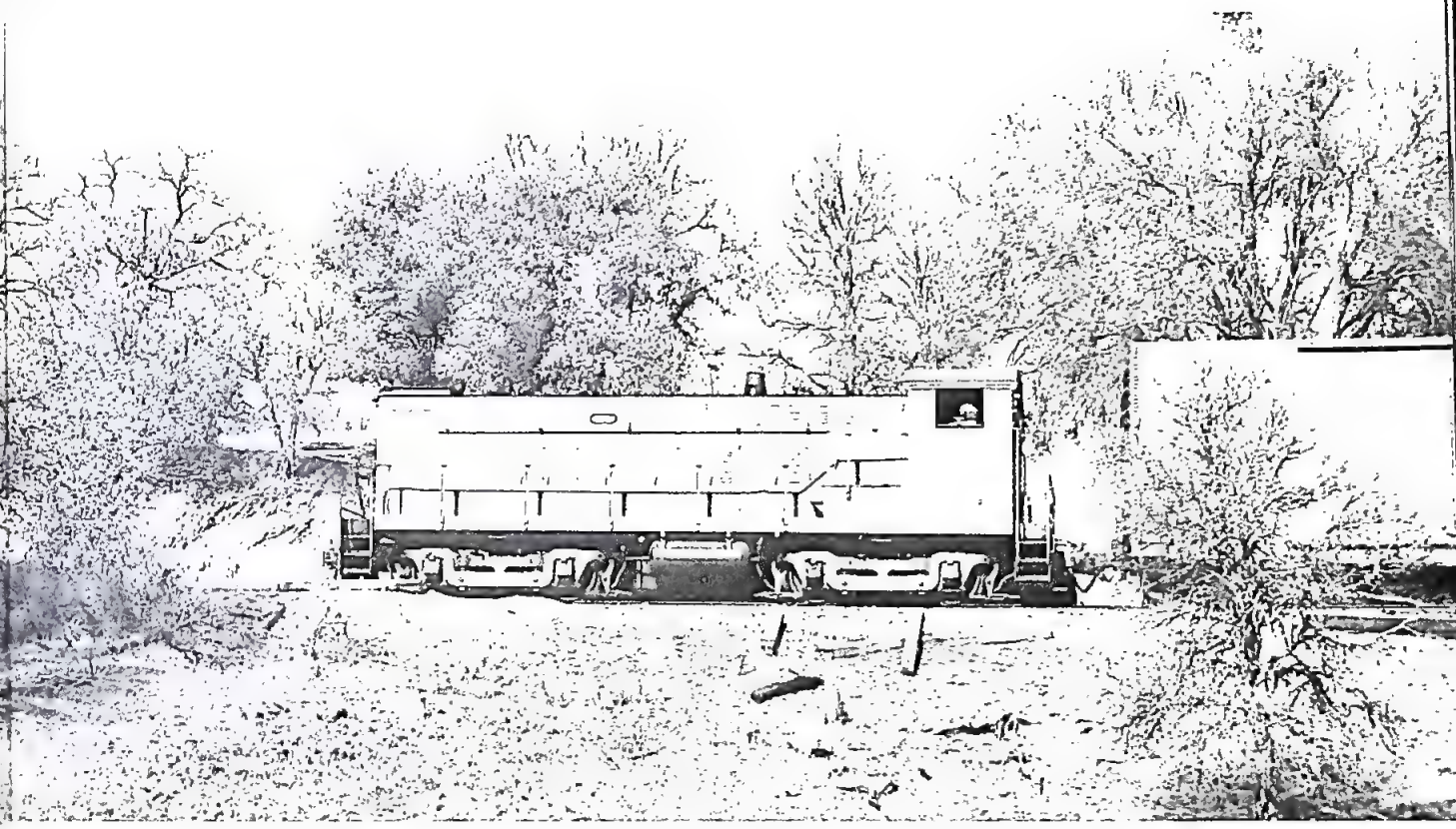
Blue Baldwins still ply the California hills.

Not really all that far east of the hustle and bustle of California's San Joaquin Valley is Amador County, a place where the trees can still be heard rustling in the wind, the air is clear and the pace of life is a tad slower. And occasionally, the squeal of flanges and gutteral rumble of a Baldwin 606A engine may disturb the tranquility. It is a place where you can still *hear* a timber trestle, as it absorbs the weight of the Baldwin and its train.

Save for the fact there is no caboose and 40-foot boxcars have vanished, the image is dated only by the Baldwin as being "sometime after World War II." The engineer works the airhorn for a grade crossing with a two-lane highway protected only by a pair of inanimate crossbucks. The tracks are draped over the rolling hills and valleys with all the aplomb of a dirt road; the curves are numerous and sharp and cutting and filling are minimal. There are timber trestles and grades that reach 4% in places.

The railroad is the Amador Central, in the Mother Lode region of the foothills of the Sierra, about 45 miles southeast of Sacramento. It was gold that brought folks into these hills but timber that gave them reason to stay. The American Forest Products mill at Martell provides the livelihood for the Amador Central, and the cause for the railroad's existence is the fact that the mighty SP just sort of peters out at Ione, about a dozen miles shy of the mill.

The railroad was built in 1904 and 1905 as the Ione & Eastern and became the Amador Central in 1908. In his 1947 classic, *Mixed Train Daily*, Lucius Beebe describes a night of whiskey and gambling in a frontier saloon in nearby Jackson before venturing off the next day to photograph Amador Central 2-6-2 No.7 in the "Bret Harte hills." He mentions that the railroad had just purchased a new 44-ton GE "Diesel-electric road engine" for the sum of $50,000. That 44-tonner has since moved to Colorado, but the 2-6-2 is on display at Ione, complete with number boards and builders plates—thanks in part, no



doubt, to the fact that it sleeps right next to the town's police station.

In typical short line practice, the diesel was simply assigned the next number up and became No.8. Easier to operate than the steamer, the crews remember No.8 as nice but very underpowered (even after having its engines uprated from 380 to 400 h.p.). It demanded a two hour trip downgrade with the loads and two hours back up with a maximum of five cars, mostly empties. Two trips a day were the rule, six days a week. Sometimes the unit was so overworked that the crew had to run on Sunday to catch up with the mill. On days when 30 cars had to be moved, the crew thought the going up and down the mountain would never end.

With the 44-tonner worn out with a cracked frame and traction motors needing work, in the mid-1960s the railroad set about to find suitable and more powerful replacement power. What they found was Sharon Steel No.1, a Baldwin S12 switcher built in 1951. Arriving on the property from Pennsylvania in September 1965, the 1200-h.p. Baldwin became Amador Central No.9. This was an engine that could get up when it had to go. The husky Baldwin took over the road duties and gave the Martell shop force time to work its cures on the tired centercab. It reduced the running time from two hours in each direction to only an hour and a half.

In the early 1970s the Southern Pacific was purging its roster of Baldwins, and the Amador Central, pleased with No.9, took advantage of that situation and selected another S12. Although it was stored on the SP in Los Angeles, this locomotive had already been sold to broker Chrome Crankshaft for potential resale. It was amusing to discover that of all the Espee S12s that had operated on the West Coast, the unit selected was the 2121, originally Texas & New Orleans 105, which had spent almost its entire working life in the Lone Star State, having been moved to California solely for the purpose of eventual scrapping. Today as Amador Central No.10, it putters along just fine, thank you. The No.10 arrived in July of 1972, and two years later the 44-tonner was sold to Colorado Fuel & Iron as its No.32.

The Amador Central (reporting marks AMC) is a company-owned short line in the truest sense of the word. When the Martell mill has loads to move, so does the railroad. At one time it was a daily operation, but business

BLUE BALDWIN NO.9 is shown traversing the picturesque hill country en route to Ione in the spring of 1976 in scenes that are visible from the road. In late April 1981, sister engine No.10 (below) was easing over a timber trestle three miles west of Martell.

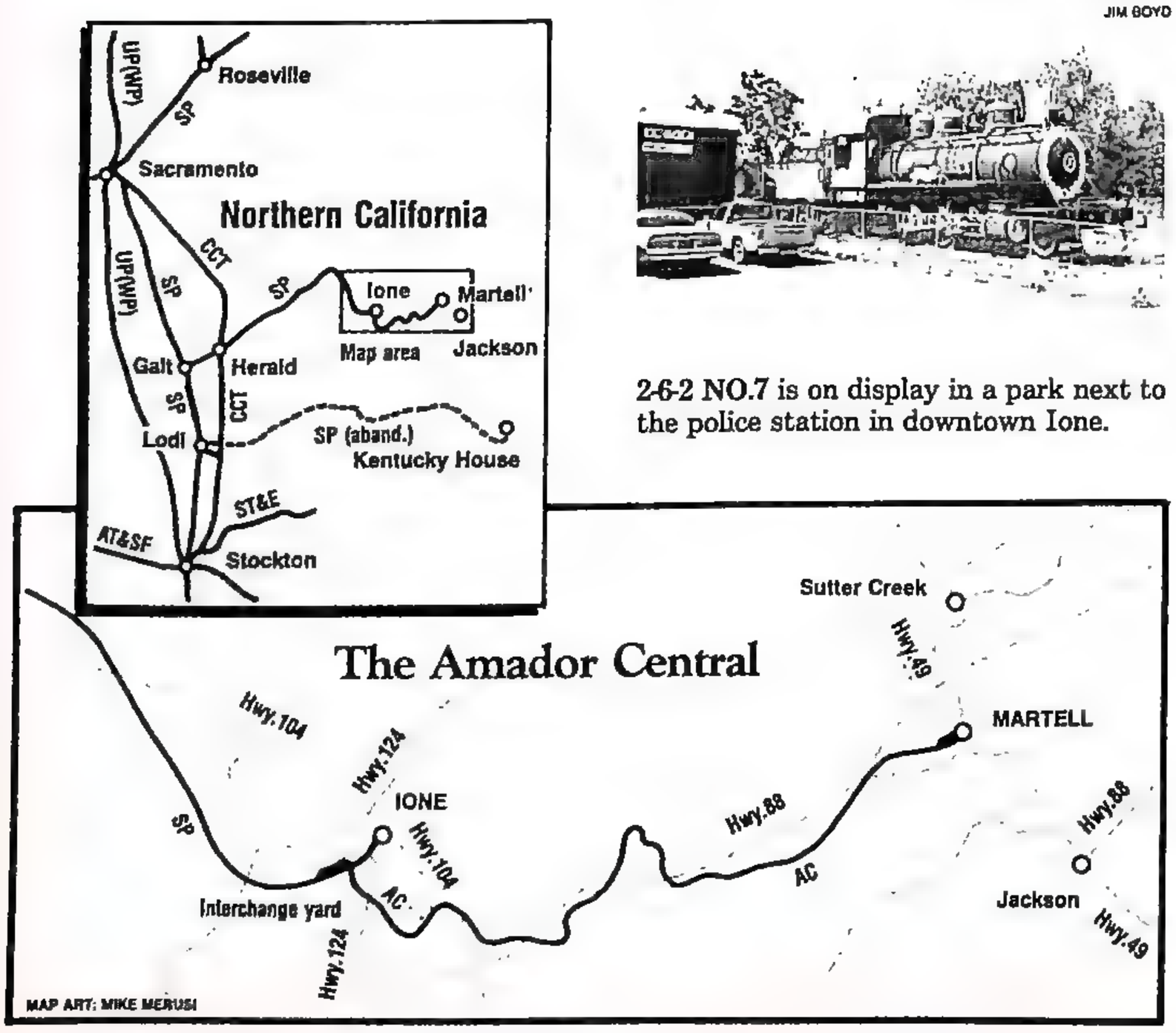
JIM BOYD

has been less than ideal of late, with outbound shipments of particle board, molding and lumber currently running about 60 to 70 cars per month, with particle board making up half of that. Another five or six loads of lumber a month are trucked in from another mill to the railhead at Martell. Until a couple of years ago, there was a substantial outbound flow of woodchips for a paper mill in Antioch, Cal. (in the Bay Area), but that traffic has ceased, and the big chip hoppers are no longer part of the scene.

Present operations find a switcher working weekdays at the mill, with a trip to the Ione interchange at Depot Street on Friday, with additional trips on Monday and/or Tuesday and/or Wednesday if traffic warrants. The SP local out of Lodi runs up the 27-mile branch from Galt to Ione on approximately the same days, though no formal effort is made to coordinate the SP and AMC operations. As one of the folks at Martell observed, "We just tell the SP what empties we need and when, and they get them there for us." If there are cars to be delivered and empties available at Ione, the Amador Central will run. Friday, however, is the only "guaranteed" day for both trains to show up at Ione. The SP job, incidentally, usually gets a single Geep.

JIM BOYD

2-6-2 NO.7 is on display in a park next to the police station in downtown Ione.



Work begins early on the Amador Central, and if you're going to catch the unit at the mill, don't sleep in. The railroad and mill are friendly to railfans, providing you check in at the main office in Martell, located on Highway 49. There, sitting outside the three-track enginehouse on the mill grounds will usually be No.9, fired up and ready to go. Having been completely overhauled by Superintendent Art Casagrande and his crew, the unit is in top shape and is the preferred S12 at this time. Number 10 runs surprisingly well considering that it is in need of the same treatment, but it is presently used only as a back-up unit. The 10 was scheduled for work in 1986, but with overhauls costing about $70,000 for pistons, rings, bearings, heads, valves, gaskets, liners etc., the project has been postponed. But

ABOVE AND BELOW JIM BOYD

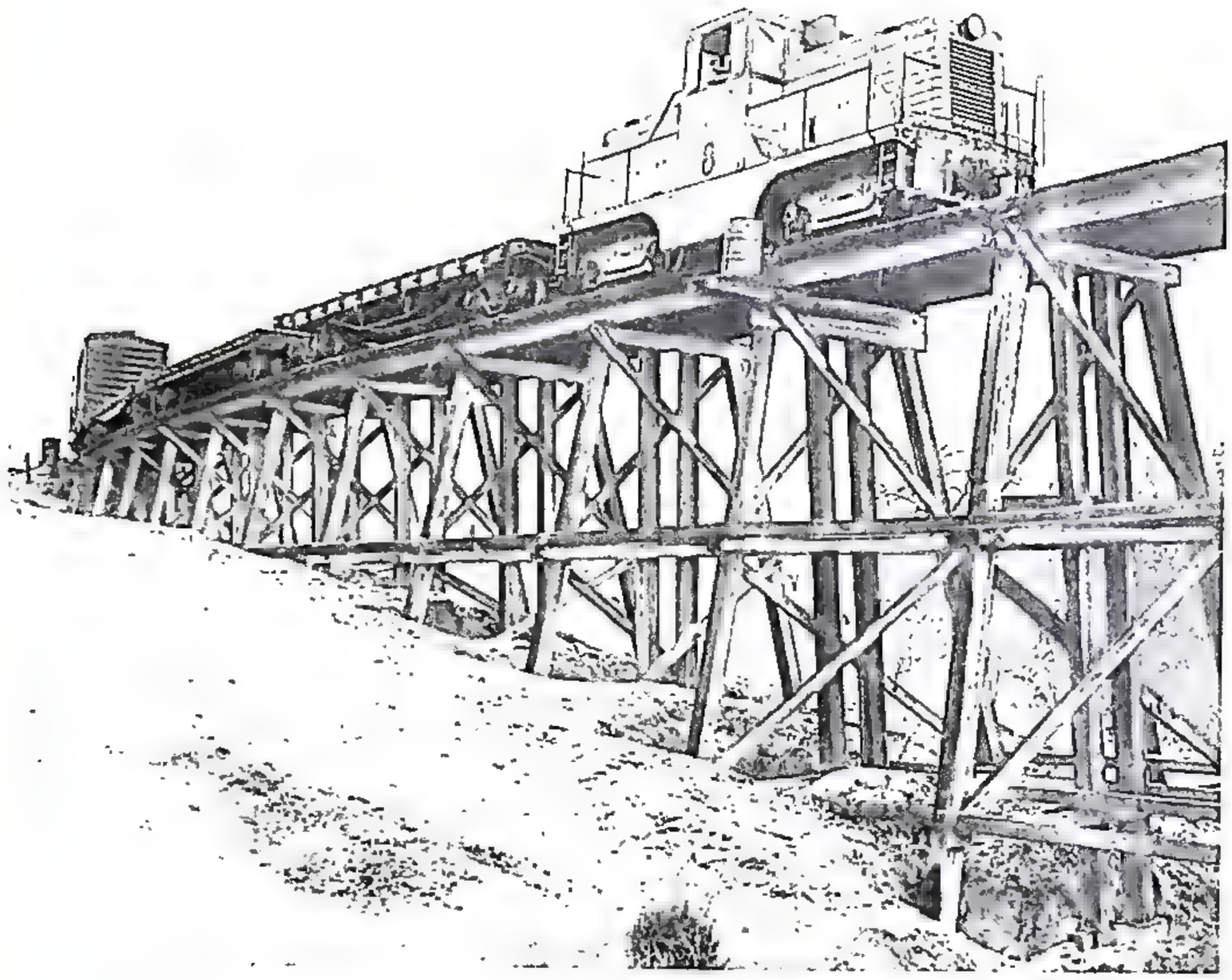
THE INTERCHANGE with the SP is at this small yard in Ione; that's the Amador Central to Martell curving off to the left. In April 1981, "Cowboy" John Gieske (below) was making friends with the horses next to the yard. The view of the train snaking over the hills (left) is typical of the Amador Central as No.9 heads cab-first toward Martell in 1976.

just because the money for a major overhaul wasn't in last year's budget, don't think the Baldwins are "goin' to hell in a handcar." The engines get constant attention and are clean and smooth-running.

When the mill switching is completed, usually around 9:00 o'clock, everyone hops aboard the cabooseless train for the slow but steady ride to Ione. (When the weather is dry and grass fires are a hazard, they will occasionally make the run earlier in the morning, but this is not the normal operation.) Highways parallel most of the route, making it a delight to follow and photograph. You can't help but come back with lots of photos that you didn't have to nearly kill yourself to get, thanks to a speed limit that barely reaches two digits. The railroad is fairly easy and obvious to follow, but for a few miles it wanders away from the highway on the other side of a hill or two with no access. If your wait for the train to traverse this "no man's land" seems unusually long, don't fret. It is standard practice to stop back there at Milepost 6 for 20 minutes to let the brakes cool. Just sit tight; the train will soon come bobbing into sight.

Downtown Ione (once named Bedbug) looks like a dusty Mexican village just waiting for Clint Eastwood to ride in on horseback. In fact, there is a corral right next to the SP interchange yard. The weatherbeaten wooden SP depot is still there, now part of a feed mill at the four-track yard. The switching at Ione is done with little delay, and the train is usually headed back toward Martell

RAILROAD MAGAZINE COLLECTION



TRUSS-ROD FLATCARS date this otherwise unidentified view of 44-tonner No.8 in what appears to be her factory paint scheme; the unit was built new for the AC in May 1945.

about 11:00, with the Baldwin now running cab-first. The train is just as slow upgrade as it was downgrade, and chasing is no problem. If the train is of reasonable size, the Baldwin will put on a fine show of four-cycle sound. And they sometimes make an inspection stop at Milepost 6 on the eastbound run. Once back at the mill, the cars are usually spotted by about 1:00 in the afternoon, and the Amador Central is done for the day.

American Forest Products recognizes the importance of the Amador Central in its operation and is studying the feasibility of servicing proposed industrial parks in both Martell and Ione. If given the green light, this would lessen the railroad's dependence on the mill and increase both traffic and operating days.

By trekking out to the Amador Central, you will by no means be going where no man has gone before, as the railroad is visited regularly by local fans. But if you are in the area and haven't had the pleasure of watching and hearing a well-maintained Baldwin in the 1980s doing the work it was meant to do on a railroad that hasn't been photographed to death, the loss is strictly your own.

HENRY W. BRUECKMAN

OPPOSITE TOP AND INSET: AL CHIONE/DICK WALLIN

HANDSOME COLORS adorn Baldwin No.9 in this scene near Ione on November 1, 1973. She shows the same livery in the black & white view (left) circa 1970 (that's the same tree as the photo on page 62). By September 1972, the 44-tonner (right) was in a simplified scheme without stripes. Both Baldwins now wear the blue shown (below) in this 1981 view just off Highway 88 west of Martell.

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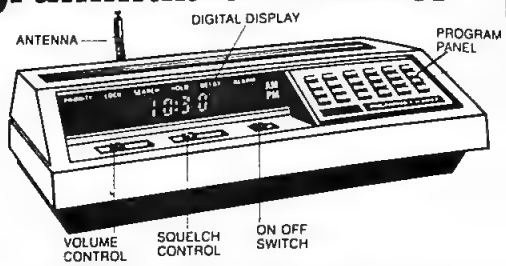

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Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $35, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $25, gives you a total of 3 yrs complete warranty.)

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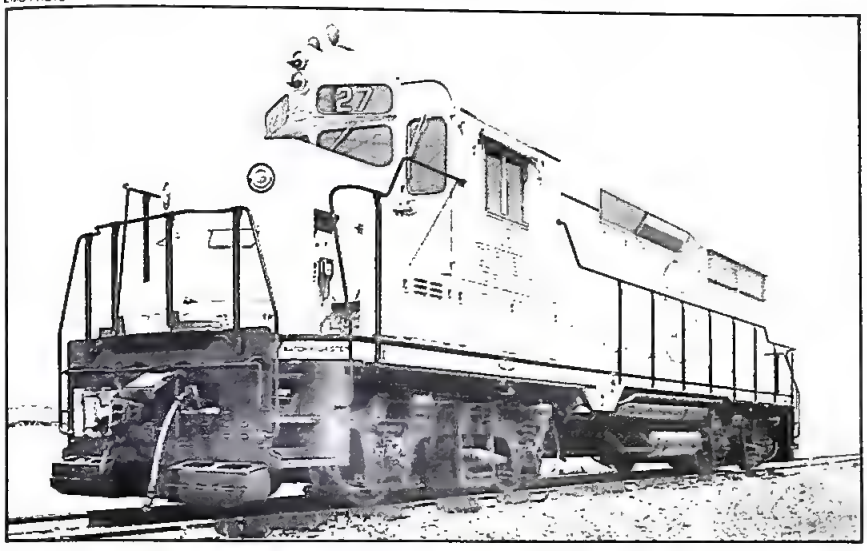

ELUSIVE GP30S include the units squirrelled away in the Phelps Dodge copper pit at Ajo, Arizona. A builder's photo is used here, because even though Boyd could score the Ajo units in his GP30 photo log book, the black & white photos are very poor and the telephoto slides aren't much better. The "I got 'em" is valid at most slide shows, however. Far more elusive is the lone Alaska Railroad unit, now numbered 2504, shown (below) on a gravel train with GP49s at Matanuska Junction on May 8, 1984.

GP30: The Spoiler

I was just getting into big time diesel-fanning in the early 1960s, having spent the late 1950s chasing fantrips and scrambling after the last of steam. It was an era when the North Western and the Burlington were running F-units in A-B-B-A sets and all Geeps had high short hoods. I remember going into Chicago in 1961 and seeing brand new CB&Q GP20s being set up at the Clyde diesel shop (see page 44). Their "chopped-nose" profile was dramatically new, and the sound of turbochargers on EMDs was something to get excited about (we used to go up to the cut west of Oregon, Ill., in the evening to catch westbound No.97, which always got the GP20s, just to hear the turbos as they lit into the hill—a big disappointment would be when a Great Northern F-unit would be put on the lead because its "ordinary" EMD engine would disrupt the pure turbo sound of the GP20s). Just a year later I saw my first GP30s on the Burlington at Galesburg at night. They were awesome, with their rounded and bulging cab roofs sweeping back to enwrap the dynamic brake blisters.

In a matter of months we had gone from "just Geeps" to chop-noses and now GP30s and from ordinary sound to "singing" turbochargers. If you wanted even more variety, try the high-nose U25Bs on the Frisco down in St. Louis or the brand new weathered-maroon "U-Boats" on the Rock Island at Silvis. The North Western even had a quartet of DL640s whose exhaust sounded like a

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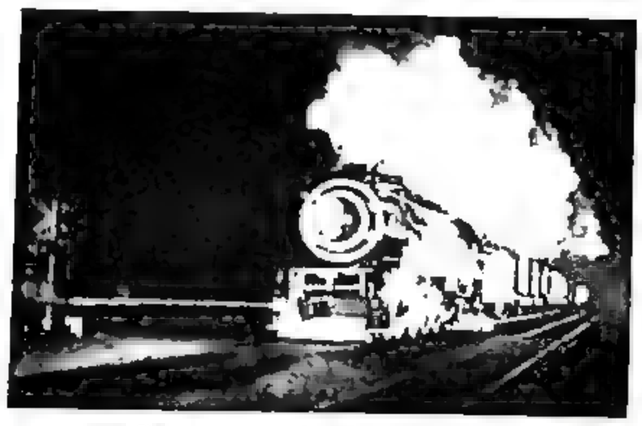

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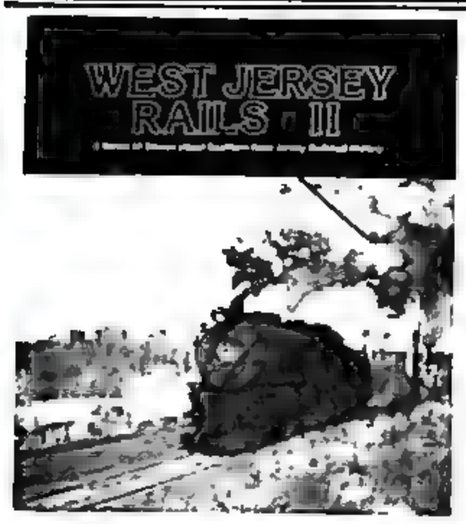

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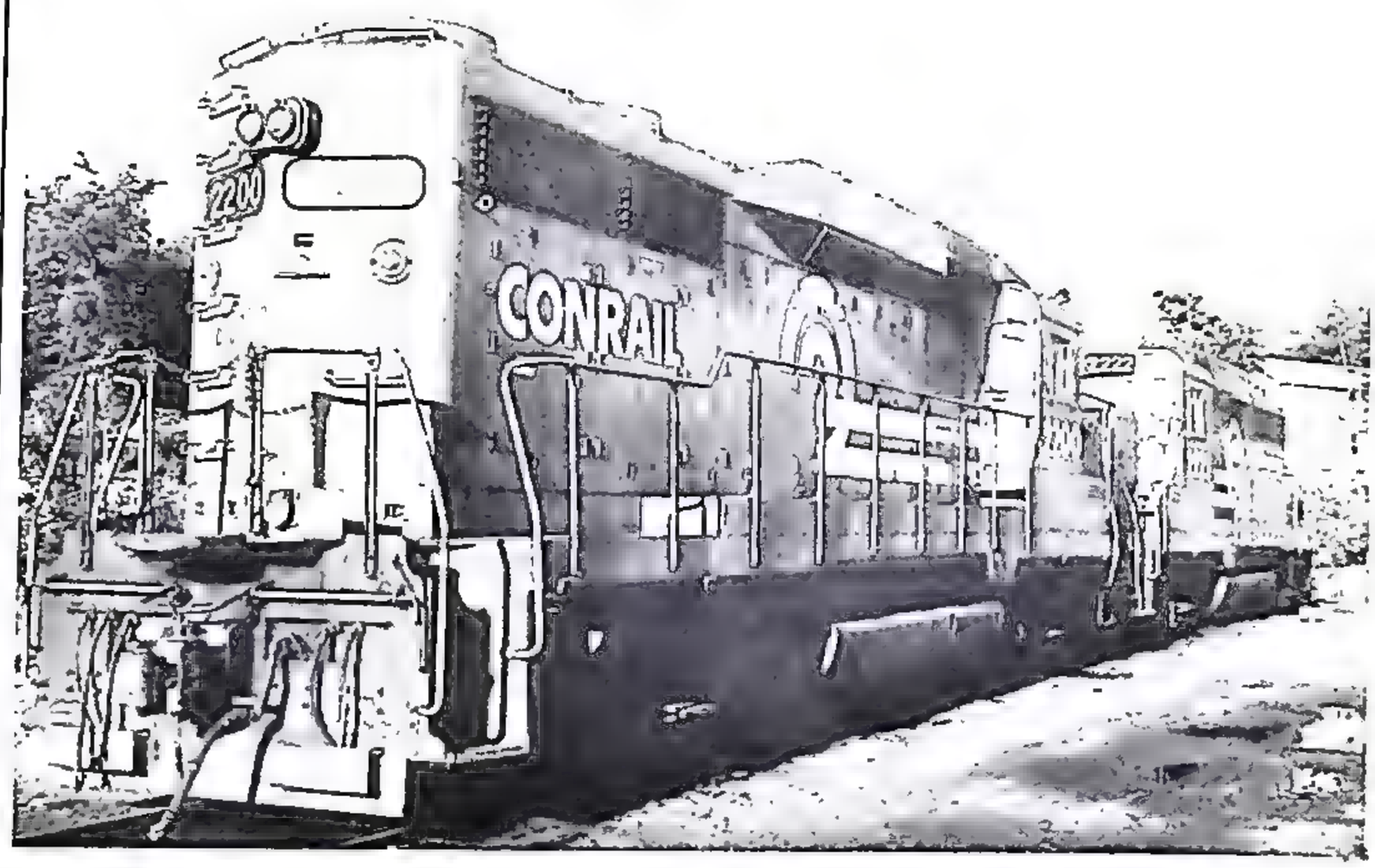

FUN WITH NUMBERS. Conrail GP30s 2200 and 2222 idle on the ready track at Dover, N.J., on May 28, 1984. Now if they would just dispatch the 2200 on an extra south out of Dover. Union Pacific 849 (below) is now preserved at the Portola Railroad Museum in California.

JOHN J. RYCZKOWSKI

fast-moving steam engine if you heard them from across the river. Everywhere you turned, there was something new. The standard comment, oft-repeated with great delight, was "Who says all diesels look alike?"

But the GP30s became the immediate favorites. We would eagerly scan the magazines to see who was buying them next—mind you, this was long before *Extra 2200 South* and a time when railfans found out about locomotive deliveries generally *after* they happened, not six months before the Board made the purchase authorization, as seems to be the case today. I even started my locomotive log book to record the various railroads and models I had photographed, the primary thrust being to photograph a sample of every railroad's GP30s (the only one I am still missing is the lone unit that went to the Alaska Railroad). Needless to say, traded slides "didn't count" in our game; you had to shoot them yourself, though they didn't have to be on home rails. Of course, I was in the heart of GP30 territory with the C&NW, CGW, Milwaukee and Burlington (which also hosted D&RGW, UP and GN run-throughs) within a few miles of home in northern Illinois, and a trip to Chicago could pick up the Nickel Plate, Soo, B&O, C&O, Pennsy, NYC, GM&O, Santa Fe and C&EI.

Even the standard GP30s came with variations. The GM&O, Milwaukee and Soo Line got theirs on Alco trucks, and both N&W and Southern got them with high short hoods—and if there was ever an engine that looked funny with a high short hood, it was the GP30 with that strange lump atop the cab. Of course, the UP got some with no cabs at all (and some of those had boilers!).

Then only a year or so later came the GP35 and yet another new carbody style. This was grand. We were getting new locomotive de-

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signs almost as fast as Detroit was restyling the Fords and Chevys! What a great sport this railfanning was turning out to be. So what if steam was gone, we had a dynamic world of limitless railroads and more locomotive models than you could ever keep up with.

Then it stopped. The GP35 begat the GP40, and only the rivet-counters could tell them apart. The cab profile mimicked the clearance diagram, and there was no further need for change in basic appearance. From a time of dramatic change every two years among three builders, we were entering a dry spell of a quarter of a century or more where change would be evolutionary rather than revolutionary. Alco left the market. The GP40-2 looked like the GP40 (and the GP50 looked like the GP40-2, and we won't even mention the GP60). The little railroads vanished and the block orders of look-alikes wore the livery of Conrail instead of New York Central, Pennsy and Reading (as would have been the case with GP30s).

Younger fans may be able to accept the fact that all four-motor EMD road units will forever look like GP38s/GP40s, but those of us who learned the ropes in the early 1960s can't help but feel cheated that the era of "a new locomotive every couple of years" didn't continue. And it is the GP30 that brings this home more than any other unit. Maybe that's why they have become a "cult engine" today. They are not only unique, but they represent the Glory Days of diesel diversity when there were still TP&Ws and L&Ns and Great Westerns buying *new* locomotives instead of second-hand Geeps.

And now they're in museums.

Don Ball, Jr.: 1938-1986

Don Ball, Jr., railroad consultant, author and photographer, died of a heart attack at Norwalk, Conn., on October 15, 1986, at the age of 48. He is survived by his wife Linda, son Fenner and daughter Whitney.

Don was a person of quality and depth who was at much at home in a corporate board room as he was toting a camera through an engine terminal. Though his interests were diverse, railroading was his passion, particularly steam era railroading. Having grown up in Lawrence, Kansas, in the mid-1950s and acquiring a driver's license at age 15, he sought out the last of steam as it retreated across the country. His absolute favorite locomotives, however, remained the UP 4-12-2s.

Don worked for many years in the railroad

Continued on page 76.

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Illinois Central on My Mind

It was 1956 and high school days in Milwaukee when I first ventured down to Centralia, Carbondale and Paducah to experience Illinois Central steam in action on the main line and coal branches that spread out through southern Illinois and western Kentucky. I came away a few years later with the feeling that the Paducah-built 2500 and 2600 class 4-8-2s were among the handsomest engines of all time, though I would concede that those 2500 tenders might be faulted.

A fantrip to Dawson Springs with the 2613 in 1960 pretty well wrapped up my active train chasing, as steam was gone and I had college, a stint in Vietnam, a career and family to occupy the next 20 years. I never forgot the IC, though, and in 1980 I got the bug to get back to doing watercolors. I had no trouble deciding on subject matter.

The big painting at left depicts Very Generic Illinois (that is probably more like Chebanse than anywhere else) with the 2614 on a northbound banana train out of New Orleans running wrong main around the 2550 on a local.

The inset is the 2550 again as I remember her on the main line south of DuQuoin. The roundhouse is Centralia with the 2604 and a 1600-class Mike in the light and new-found warmth of the mid-March sun. Those were good days—TED ROSE.

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supply industry, and in the mid-1970s he was in charge of acquiring the rolling stock for the *American Freedom Train*. He later worked for a museum design consulting firm and in 1980 became the executive director of Steamtown U.S.A., where he engineered its move to Scranton, Pa.

Don is probably best known among railfans for his eight magnificent pictorial books. It is ironic that Ball, who loved, understood and mastered black & white photography, would pioneer the field of all-color railroad books. The first copies of his latest effort, the all-color *Pennsylvania Railroad: The 1940s and 1950s*, were waiting for him in Chester, Vt., and he never saw the completed, bound book.

Don's close friends, Carl Weimer and Walt Grosselfinger, are overseeing his photo and model collection. They are carefully sorting his photos and slides and are returning the material he had borrowed for past and ongoing book and calendar projects. (If Don had possession of any of your material, please write a description and send it to Walt Grosselfinger, 158 Heights Terrace, Middletown, NJ 07748, who will make every effort to see that it is returned.)

Don Ball's enthusiasm for railroading was infectious, and he had a rare sense of "vision"

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about how the past could be preserved in museums and operating railroads. His ideas included full size photo dioramas to display real locomotives in realistic settings—and painting the locomotives to represent workaday weathering to minimize the shiny "stuffed and mounted" effect. He practiced these same techniques on his superbly painted and weathered HO and O scale models. Don was just beginning to implement some of his ideas when he and Steamtown had a political parting of the ways in 1984.

Those who knew him will remember Don for his boundless energy, enthusiasm and sense of humor. In the two weeks before his death he was on the road throughout the Midwest seeking out material for future book projects. Along the way he was taking photos, and among his final rail subjects was L&N 4-6-2 152 out of Louisville. His last photos, however, were of another love: a DC6B cargo plane on approach to Weir Cook Airport in Detroit. The weather on his whole trip up until the last couple of days had been miserable, and at the R&R office we received a Steak 'n Shake placemat folded like an envelope, postmarked Peoria, Ill., and bearing the message, "This is my two-week railfan solo journey via my car—and this is the 12th straight day of unrelenting rain!" Two days later we received a White Castle postcard from Indianapolis bearing the following RAILFANNING IS:

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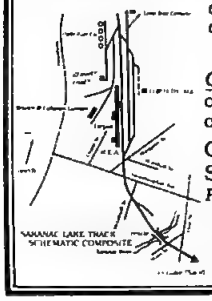

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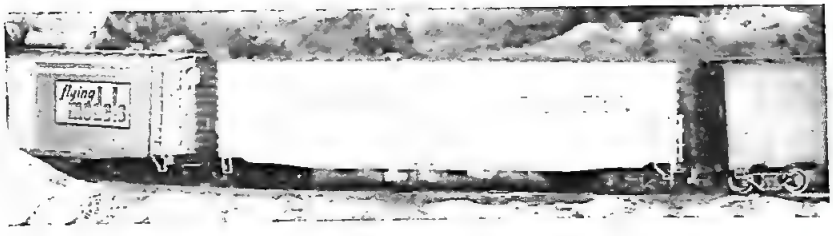

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laying out some pages for *Canadian Steam!* (it was the spread showing the CN's Quebec Bridge and CPR 2588 at Cookshire). I had met Ted at the University of Illinois and four of us had jammed into Bruce Meyer's Volkswagen in October 1960 for a trip to Carbondale and Paducah, en route to catch a fantrip out of Louisville with Illinois Central 4-8-2 2613. Bruce and Ted were both veterans of steam on the Main Line of Mid-America, but I had just missed seeing the southern Illinois and Kentucky Division action myself by a little over a year (the ICRR Mikes back home had been gone for five years). Other than the 2613, all the steam we got on that trip, however, was dead.

But the trip was far from a wipe-out. Though it was dead, there was still steam all over the place in its natural environment, and while there were rows of dead engines outside, the roundhouses still held engines that were only hours away from ready to go (waiting for a call, unfortunately, that never would come). There were Mikes in the house at Carbondale and Mountains and 2-10-2s in Paducah. The 2613 was the only IC 4-8-2 I ever saw under steam (on two occasions, an L&N fantrip to Nashville and this IC trip from Louisville to Dawson Springs), but I got a chance to study a lot of dead ones in Paducah. It was this October 1960 trip that gave me my lifelong hold on the images of IC steam that I had missed in action.

The phone call to the R&R office was about the Chili Line calendar that Ted had prepared for 1985, and it renewed an acquaintance

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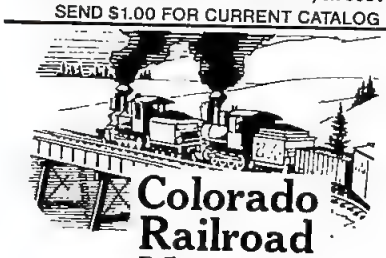

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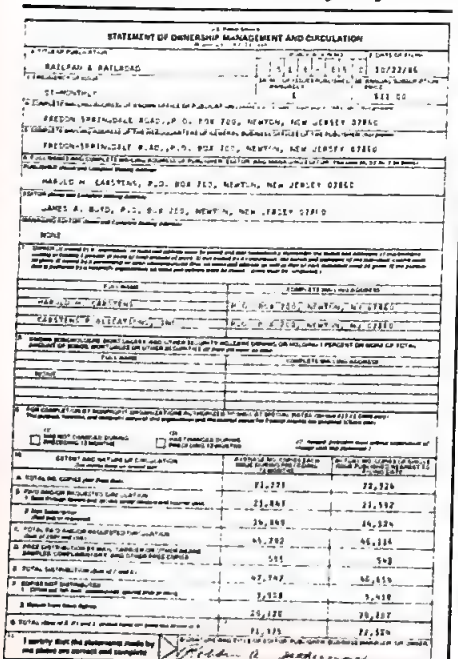


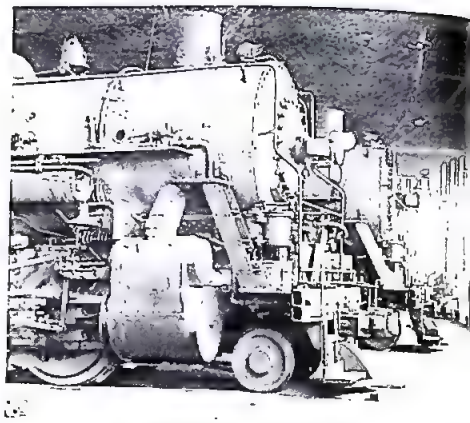
STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

that had lapsed for over 20 years. I hadn't forgotten about Ted, though, for I had followed his book work at Kalmbach and admired his style with watercolors—and ultimately persued a career in magazine production that I had seen for the first time at his art table at 1027 North 7th.

Needless to say, Ted got an enthusiastic reception in the summer of 1986 when he asked if I would be interested in seeing some water-

TWO PHOTOS JIM BOYD

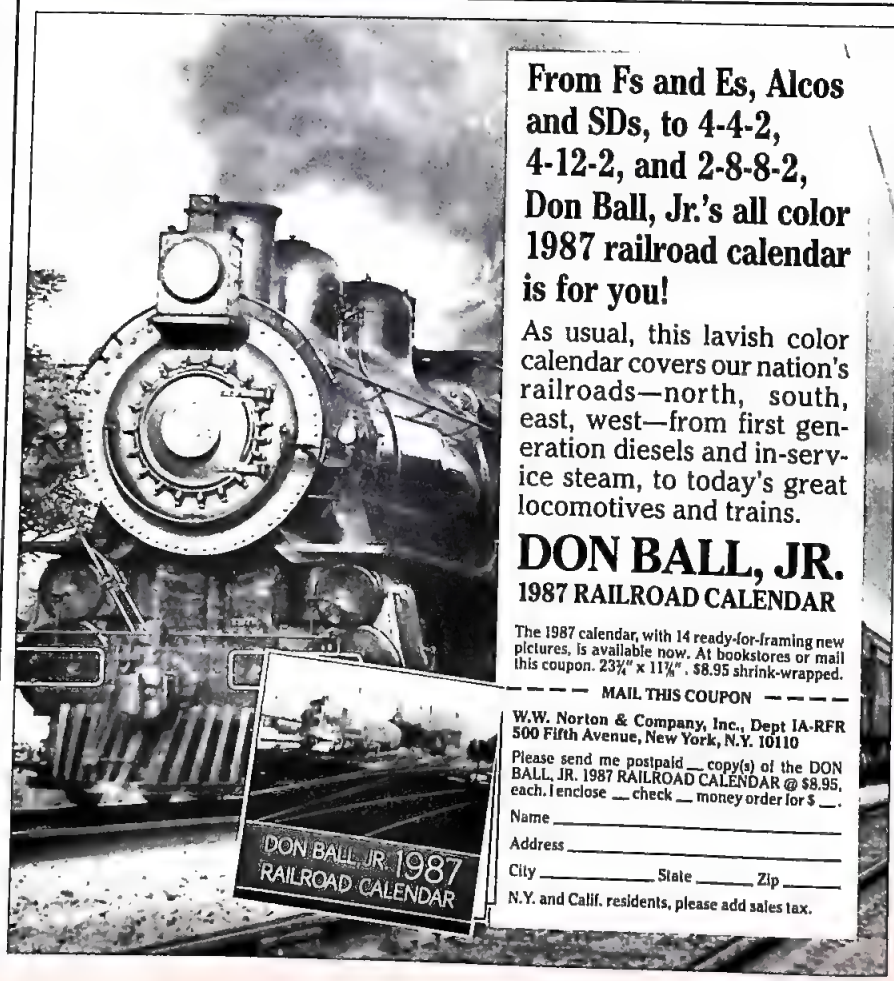
TED ROSE sketches ICRR Mikado 1518 in the dead line at Paducah in October 1960. See pages 74-75 for some of his recent efforts.



THE ROUNDHOUSE at Carbondale, Ill., contained dead ICRR 2-8-2s when Rose, Meyer and Boyd visited in 1960. Compare this image with the inset watercolor painting on page 75.

colors he had just done remembering IC steam action. The results are on pages 74-75 of this issue. With Ted in Santa Fe, N.M., and me in New Jersey, we haven't met since 1962 except over the telephone, and the image I still have of him is a photo from that day in Paducah in 1960 of him sketching Mikado 1518 in the dead line. Neither of us knew at that time that the 1518 would be the only IC 2-8-2 to be saved (she's in Paducah today).

"Illinois Central on My Mind?"
You betcha.



From Fs and Es, Alcos and SDs, to 4-4-2, 4-12-2, and 2-8-8-2, Don Ball, Jr.'s all color 1987 railroad calendar is for you!

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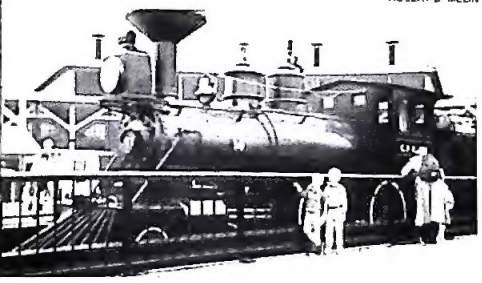
Moment at EXPO

We got a letter from Robert Melin of El Paso, Texas, that contained the accompanying photo of two kids with the CPR 4-4-0 at The Roundhouse in Vancouver EXPO. Mr. Melin had been at EXPO with his two grandsons, Charles Melin, 6½, and Steven Gerber, 5½ years old. He was there at the same moment I was, for my photo on page 39 of the September '86 issue clearly shows Charles and Steven peering through the railing.

Mr. Melin and the boys had taken the *Sunset Limited* from El Paso to L.A. and the *Coast Starlight* to Tacoma, returning home the same way. They found the Amtrak people all very cooperative and pleasant, and the northbound *Starlight* was full of railfans headed for SteamEXPO. He says the youngsters traveled well and had a great time on the train and at EXPO—and even got their pictures in the magazine.

ROBERT D MELIN



ROBERT MELIN'S grandsons Steven and Charles posed at EXPO. A few moments earlier, Jim Boyd had taken a photo later used in the September issue showing the boys from the other side.

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RAILFAN & RAILROAD Advertising Index for January 1987

A
1776 Productions ... 10
Adventures In Sound ... 31
Charles L. Amos ... 30
Scott Arden ... 31
Arkay Records ... 5
Artizans Hall ... 22
Ashland Barns ... 16
Atlanta Chapter/NRHS ... 27
Audio Visual Designs ... 27
Avanti Productions ... 12

B
B&K Fisher ... 20
B. R. M. N. A. ... 29
Don Ball, Jr. ... 13
The Book Depot ... 70,71
Boston & Maine RR ... 73
The Boston Mills Press ... 21
Burlington Northern R.R. ... Cover III

C
Canrail Video ... 33
D. Carleton Railbooks ... 34
Carstens Publications, Inc. ... 18,76,77
Central Electric R'fans Assoc. ... 28
Challenger Tours ... 32
Charly's Slides ... 10
The Chauncy Press ... 77
Christian Bell Porcelain Ltd. ... 5
CM Shops ... 20
Colorado Railroad Museum ... 80
Connecticut Historical Soc. ... 23
Richard J. Cook ... 32
Crestline Studios ... 16
Crosslies Press ... 25
CTC Board Magazine ... 26

D
De Luz Video ... 8
The Depot Attic ... 32
Depot Of Sullivan ... 76
Charles Ditlefsen ... Cover IV
DPA-LTA Enterprises, Inc. ... 11,31

E
Empire Video ... 10

F
Fallen Flags ... 34
Flying Yankee Enterprise ... 9

G
Tom Gildersleeve ... 72
Goodhart Publications ... 19

H
Herron Rail Services ... 29
Hod Carriers Inc ... 24
Hopewell Productions ... 29

I
Identity Check Company ... 36
International Thompson ... 25
Iron Horse Pub. Ltd. ... 15

J
JMC International ... 13

K
Ed Kostecki ... 23
M. F. Kotowski RR Art ... 13
Krone & Co. ... 14

L
Wendell Lewis ... 25
Long Island Sunrise Trail NRHS ... 13
Carleton F. Loucks ... 69

M
M&L Mittens ... 17
Mark I Video ... 14
Memillan Publications ... 26
David Mcneil ... 24
Metaphor, Inc. ... 31
Mid-Michigan Hobby Supply ... 19
Mile Post 1 ... 80
Milmed ... 15
Mohawk & Hudson Chapter ... 33
Mt. State R.R. Logging Hist. ... 21
Multi Systems International ... 8
Mystic Valley Railway Society ... 76

N
N&W Historical Society ... 25
Nat'l. Assoc. of RR Collec. ... 16
Northern Press ... 73
W. W. Norton & Co. Inc. ... 28

O
O & W Historical Society ... 25
Old Smokey Railway Museum ... 15

P
Pacific Fast Mail ... 21
Pacific News ... 27
Pacing Images ... 30
Pentrex ... 19,21,23
Pioneer Railroad Co. Inc. ... 72
Potomac Chapter, NRHS ... 14
Pro Custom Hobbies, Inc. ... 30
Pruett Publishing Co. ... 32
Pullman Silver Palace Service ... 21,28

R
Rail Heritage Pub. ... 12,36
The Rail Image ... 26
Rail Photos Unlimited ... 22
Rail Plaque ... 12
Railfan & Railroad ... 81
Railfare Enter. Limited ... 73
Railpace Co., Inc. ... 32
Railroad Avenue Enterprises ... 12
Railroad Record Club ... 14
Railroad Supply Corp. ... 33
Railroadians Of America ... 76
Rails 'n' Shafts ... 6,7
W. N. Rich ... 8
Richardy Productions ... 20
Right Track Trading Co. ... 14
Rochester Chapter ... 24
Ben Rohrbeck ... 14

S
Scanner World ... 68
Greg Scholl ... 8,35
The Short Line ... 12
Signal Computer Consultants ... 24
Spirit Of Windsor ... 22
Star Headlight & Lantern ... 30
Sundance Publication ... 30,77
Sunday River Productons ... 37
Sunrise Special, Limited ... 33

T
TGM Productions ... 26
Trackside ... 26
Trackside Times ... 32
Trackside Video ... 25
Trolley Talk ... 24

V
C. N. Vallette ... 25
Vanishing Vistas ... 10
Video Rails ... 73
Virginia Book Distributors ... 16
V. R. Ward ... 12

W
West Jersey Chapter NRHS ... 72
Westrail Publications ... 20

KODACHROME: BRAM BAILEY

WHILE THE QUABOAG units are impressive in color, when photographing them in black & white, a yellow filter is needed to separate the gold lettering and stripes from the dark candy-apple green. Here the *Quasar* was in the hole at Roxbury for the *Montrealer*.

Reading Lines?

You will find coverage of the 1986 Hoboken Festival in RAILNEWS in this issue. As I was leaving Hoboken Terminal at the conclusion of the day's activities, I walked up behind a boy and two girls in their early 20s who had just come up from the PATH subway from Manhattan. They apparently knew nothing of the festival which was just winding down on the other side of the wall which separated the sidewalk from the tracks. As they reached the end of the wall and got a view into the terminal, the boy spotted the yellow and green GP30 5513 sitting just beyond the fence.

"Hey, look at that! The Reading Lines," he blurted out.

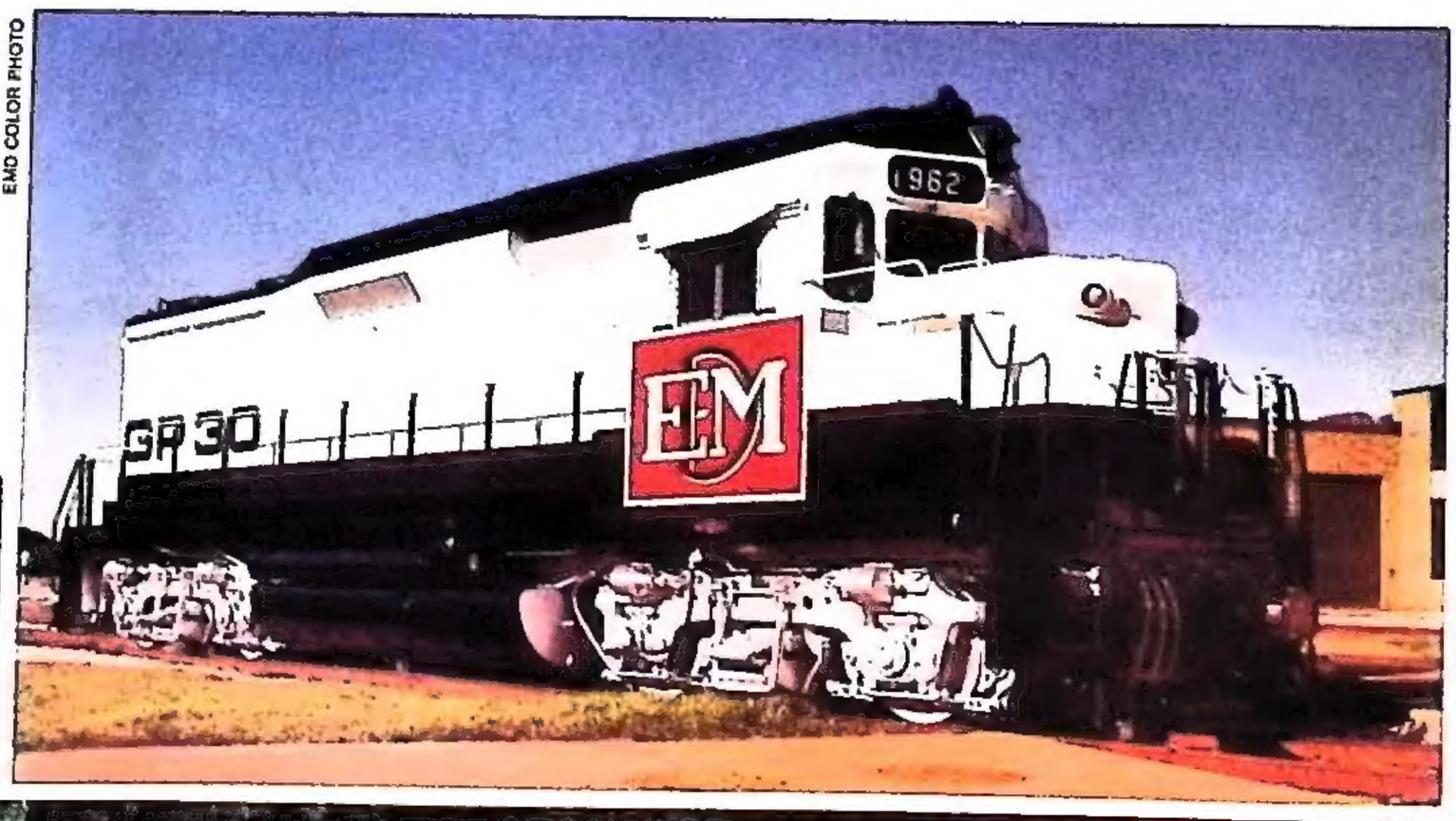
One girl gave him a strange look and asked, "What's that?"

He just shook his head and replied, "What's the matter, you never played Monopoly?"

KODACOLOR: JIM JOHNSON

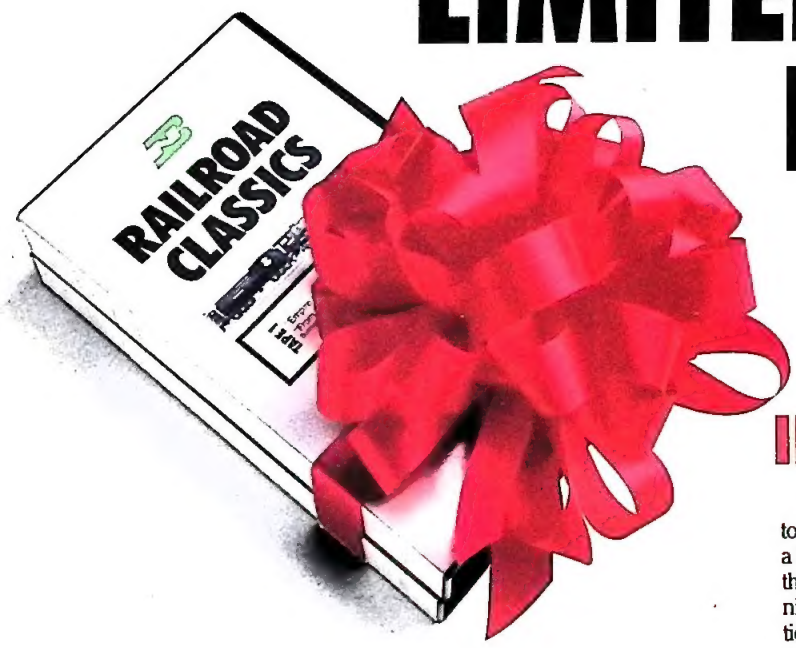
THE ORIGINAL GP30, demonstrator 5629, hit the road with "standard" styling, new number 1962 and this (below) paint scheme. The first GP30 order went to the Reading, which opted for the demonstrator scheme in yellow and green, shown on the 5513, the first production GP30 (bottom), preserved today on the Blue Mountain & Reading. Cotton Belt 5006, shown at Pine Bluff (left), is slated for display on the Capitol grounds in Little Rock.

EMD COLOR PHOTO



KODACHROME: J.M. BOYD

LIMITED EDITION RAILROAD CLASSICS



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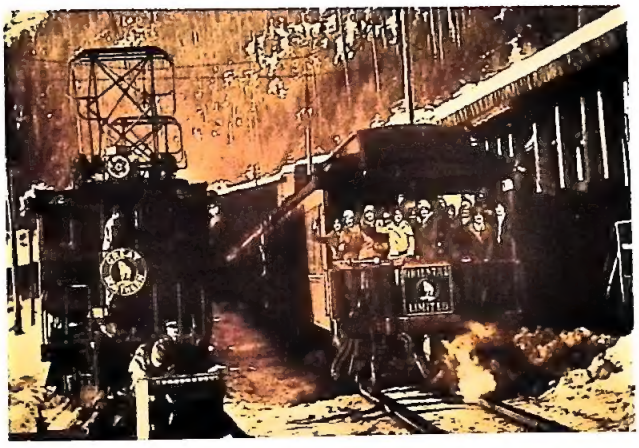

TAPE 2—"California Zephyr," color, 28 minutes, early 1950's. You'll enjoy panoramic views from the Vistadome Car on the Zephyr's incomparable journey from Chicago to San Francisco.
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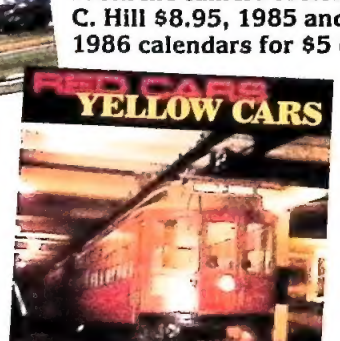

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